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NAVY'S 'NEW SHIP' PLANS NOT READY YET DEFENCE 'YEAR OF PROGRESS'

New ships and weapon systems, revised N.A.T.O. strategy, merging of Home Commands, and some reduction in foreign bases—this was the picture for the Royal Navy, presented by Defence Secretary Mr. Denis Healey, in his Defence White Paper published on February 16.

FUTURE OF GREENWICH

The future of the Royal Naval College, Greenwich, is under discussion, but it is confirmed in Whitehall that although certain work is to be taken away from it, "there is a continuing naval use."

The Defence White Paper announced the setting up of a Royal Defence College at Shrivenham, where officer cadets of all three Services will get their academic education up to degree level.

It will be part of an overall Royal Defence Academy, also embracing the Royal Naval Engineering College at Manadon, the Royal Military College of Science at Shrivenham, and the Engineering Department of the Royal Air Force College at Cranwell.

Retiring again, on 70th birthday

Lieut. Percy Dennis, R.N., has retired a second time—on February 20, his 70th birthday.

Leaving the uniformed Navy in 1948, he was soon back again as a civilian, and has been secretary to 10 successive Flag Officers, Admiralty Interview Board—Admirals Robson, Everett, Brownfield, Jellicoe, Townsend, Thompson, Larken, McMullen, Wheen, and Ashmore.

There was no shock on the lines of last year's carrier death warrant, and Mr. Healey told a Press conference that he had "nothing to report but progress. Defence costs are now under control and consuming considerably less fuel."

The White Paper says that new ships which the Navy will need for its future tasks are being planned, and until these are ready in about the middle 1970s the carrier force will continue to be a component of the highest importance.

N.A.T.O. DETERRENT

Britain's contribution to N.A.T.O. will have a critical influence on the composition and deployment of all three Services, and final decisions must await the outcome of N.A.T.O. discussions.

The White Paper comments: "It is no longer realistic for the Alliance to attempt to provide maritime forces for conducting a long war at sea after a strategic nuclear exchange. Deterrence must be the first purpose of N.A.T.O.'s naval forces too."

On the merging of Home commands, the White Paper says that the aim is for each Service to have a major front-line command covering the whole, or the bulk, of its "teeth" units, but other commands—geographical or functional in character—would continue to exist.

CRUISER CONVERSIONS

The White Paper confirmed the conversion of the cruisers Blake and Tiger to helicopter carriers, and Whitehall later said that the intention was still to convert the third ship of the class, H.M.S. Lion, though it had not yet been decided when the work should begin.

A reference in the White Paper to major projects referred

for the first time to "a new naval close-range self-defence surface-to-air guided weapon."

Bounties help engagement

A reduction in Royal Navy and Royal Marines manpower from 98,326 in January last year to 96,300 by April, 1968, is forecast in the Defence White Paper, which explains that the fall in strength will coincide with the reduced requirements following Defence Review decisions.

Recruitment has been running at a fairly steady rate, and re-engagement "now looks as if it may be becoming stable."

The White Paper expresses the belief that re-engagement bounties and assisted house-purchase schemes have contributed to the improvement.

'BYE BEIRA,' SAYS ZULU THE MOSTEST

H.M.S. Zulu finally leaves Beira, certain (for the third time) that she will never return. We were there for six months (writes our correspondent in the ship)—a total of 124 days at sea on this job.

So if you, our readers, or your children or grandchildren, wish to know, for posterity, and first hand, what passed on the Beira patrol, talk to a Zulu veteran, for we know it as intimately as Spithead, we were there during the "vintage" days, and the place will never really be the same without us.

As far as this historic task goes, Zulu is indeed the mostest.

WHAT THEY DID

What will we reply when our lay brethren ask, "But what did you do down there?"

There are patrol lines, and up and down you move, at about 12 knots.

We boarded four ships and all were eventually cleared. We were not forced to threaten or

THE BEST

When selecting a pin-up, you certainly have to hand it to the Search and Rescue Flight at R.N.A.S. Lossiemouth. They have chosen the best—Carole Fletcher, the current Miss Great Britain—with statistics as near perfect as 37:23:36.

Pictured with their armful of glamour are Stoker William Brettell and Naval Air Mechanic Mike Rossetter.

Cor! Such strength

And with only one hand (each). The Devonport field-gun crew will certainly have to be watched in this year's tournament.

Model Bridget Meredith (34-24-34), of Plymouth, has been chosen as Miss Field Gun, through a newspaper competition.



Launching of Navy's second Polaris sub

H.M.S. Renown, the Royal Navy's second ballistic missile submarine, was launched from the Birkenhead yard of Cammell Laird on February 25.

The naming ceremony was performed by Mrs. Healey, wife of the Secretary of State for Defence, and the religious service was conducted by the Bishop of Chester.

Renown, which is of all-British construction, has a length of 425 feet and a beam of 33 feet.

To ensure that this submarine spends the maximum time at sea she will, like others of her class, have two complete crews. Each crew will comprise some 13 officers and 128 ratings, a large proportion of whom will be from highly-skilled categories.

Both captains of the Renown are aged 38, and served together for a short time during 1956-1957 at the submarine base, H.M.S. Dolphin.

Cdr. Kenneth Howard Mills, R.N., who is married with three children, has the Starboard Watch, and Cdr. Robin Heath, who is married with two children, the Port Watch.

To replace Protector

The Navy Department of the Ministry of Defence has purchased from J. Lauritzen Lines, Copenhagen, the ten-year-old Anita Dan, a ship strengthened for operation in ice, for conversion and use as an ice-patrol ship in southern waters.

She will eventually take the place of 31-year-old H.M.S. Protector.

When converted, Anita Dan, which is 300 feet long, and 2,641 gross tonnage, will enter the active fleet (and may well be renamed) and will embark two Whirlwind helicopters.

Like Protector, she will be deployed in southern waters undertaking hydrographic and oceanographic surveys for the Royal Navy.

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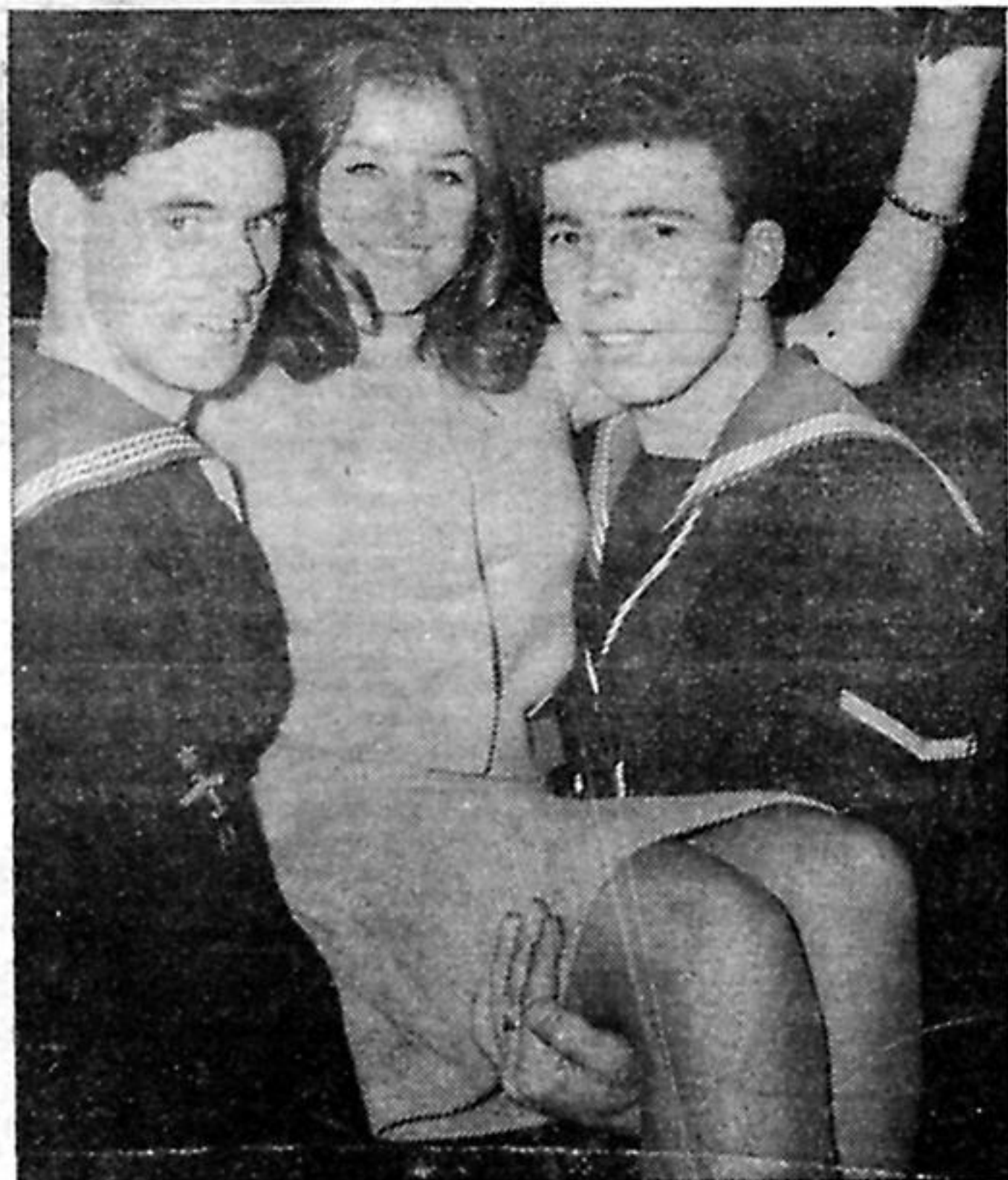
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fire, and they were not inclined to bribe. The whole affair was friendly.

Back in September we dogged the wake of the notorious Joanna V as she left Beira.

That was, basically, it. The passage of a school of porpoises or a flying fish became a major episode during the afternoon watch. Life was long, and stretched away like the sands of the Sahara, featureless.

AMUSEMENT FIENDS

Obviously under these conditions one could develop *cajard*, so the amusement fiends got to work and devised new schemes for out titillation.

We had beard-growing competitions, and shaving-off competitions: Christmas Eve sing-alongs and Boxing Day shoots. We fenced, threw quoits, lifted weights, jumped around in sacks, pulled each other through ring-bolts in tug-of-war, and vaulted around the superstructure in assault courses.

And all the while PO Mech Bell pumped out an amazing volume of radio programmes. Particularly appreciated were the four hours of Christmas tape recordings from home. Well done H.M.S. Collingwood.

ON RIOT ISLAND

H.M.S. Salisbury landed four police officers from St. Kitts on the island of Anguilla, where there were disturbances on February 4.

Spy classic among latest Navy films

One of the finest spy pictures of recent times, "The Quiller Memorandum," is a "must" among the latest list of releases by the Royal Naval Film Corporation.

The full list of releases is as follows:

Viva Maria.—Brigitte Bardot, Jeanne Moreau. Comedy farce adventure about a young girl reared to and with a genius for revolution.

Kaleidoscope.—Warren Beatty, Susanna York. Uncommon comedy, a mixture of crime and witty nonsense set in gambling establishments in Europe and London.

Cast a Giant Shadow.—Kirk Douglas, Senta Berga. Exciting and moving war drama of the part played by an American officer in helping Israel to gain independence.

How to Steal a Million.—Audrey Hepburn, Peter O'Toole. Gay and witty comedy of not-too-serious crime and detection.

Not With My Wife You Don't.—Tony Curtis, Virna Lisi, George Scott. Marital comedy about two men and one wife—a frothy story in which humour is plentiful.

The Quiller Memorandum.—George Segal, Senta Berga, Alec Guinness. A spy adventure story, based mainly in present-day Berlin. First-class spy stuff.



A tense scene in "The Quiller Memorandum" as George Segal, hunting Germany's new Nazis, puts a protective arm round Senta Berger

COMMISSIONING FORECAST

H.M.S. Protector, the Ice Patrol Ship, oldest seagoing ship of the Royal Navy, is to be recommissioned again about September next, for another period in Antarctic waters.

The forthcoming season will be Protector's 13th to be spent amid the icy wastes of Antarctica.

It would appear, from the most recent drafting forecast, that H.M.S. Victorious will be refitted at Portsmouth when she returns from the Far East, and that H.M.S. Centaur will be brought round from Devonport to act as accommodation ship for the period of the refit.

GLAMORGAN FLIGHT. April at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

REPTON (C.M.S.). April 5. Towing crew from U.K. to Gibraltar. Home Sea Service.

TARLTON (C.M.S.). April. Towing crew from Gibraltar to U.K. Home Sea Service.

SHOULTON (C.M.S.). April 4 at Portsmouth. Home Sea Service. 3rd M.C.M. Squadron. U.K. Base Port, Portsmouth.

CAPRICE (Destroyer). April 6 at Chatham. General Service Commission (Phased). Home/Far East. 19 months. U.K. Base Port, Portsmouth.

CHILCOMPTON (C.M.S.). April 21 at Gibraltar. Home Sea Service. Fishing Protection Squadron. U.K. Base Port, Rosyth.

DAINTY (Destroyer). April 13 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Portsmouth.

DIANA (Destroyer). April 13 at Devonport. General Service Commission (Phased). Home/Far East. U.K. Base Port, Devonport.

RAPID. May 1 at Rosyth. Port Service. Tender to Caledonia ERA's training. U.K. Base Port, Rosyth.

NAIAD (A/S Frigate). May 4 at Portsmouth. General Service Commission (Phased). Home/Far East. Capt. (D). Londonderry. U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate). May at Gibraltar. Local Foreign Service. L.R.P. complement.

DANAE FLIGHT. May at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

RUSSELL (A/S Frigate). May at Portsmouth. Reserve crew. Port Service.

KEPPEL (A/S Frigate). June 9 at Gibraltar. Home Sea Service. Londonderry Squadron. U.K. Base Port, Rosyth.

HAMPSHIRE (G/M Destroyer). June 15 at Portsmouth. General Service Commission (Phased). Home/Far East. U.K. Base Port, Portsmouth.

JUNIO (GP Frigate). June 15 at Southampton. General Service Commission. Home/Far East. Captain's Command. U.K. Base Port, Chatham. (C).

LONDONDERRY (A/S Frigate). June 30 at Rosyth. Special refit. Dockyard control.

DANAE (GP Frigate). June at Devonport for trials. Commissions September. (Captain's command). (C).

DIAMOND (Destroyer). July 7 at Chatham. Port Service for trials. Commissions August 18.

AURORA (G.P. Frigate). July 13 at Chatham. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Chatham. (B).

SALISBURY (A/D Frigate). July 24 at Devonport. Port Service. L.R.P. complement.

ZULU (G.P. Frigate). July 27 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Rosyth. (C).

BLACKWOOD (A/S Frigate). July (Tentative date). At Rosyth. Reserve crew. Port Service.

JAGUAR (A/A Frigate). August 3 at Chatham for trials. Port Service. Commissions September 28.

DIAMOND (Destroyer). August 18 at Chatham. General Service Commission. Home/Far East/ Home. U.K. Base Port, Chatham.

DECOY (Destroyer). August 15 at Portsmouth. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.

ARGONAUT (GP Frigate). August 17 at Hebburn. General Service Commission. Home/Far East/ Home. U.K. Base Port, Portsmouth.

BERWICK (A/S Frigate). August 21 at Chatham. Port Service. Special refit. Dockyard control.

JUNO FLIGHT. August at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

PALLISER (A/S Frigate). August at Rosyth. Port Service. Reserve crew.

VICTORIOUS (Carrier). August 31 at Portsmouth. General Service Commission. East of Suez. U.K. Base Port, Portsmouth.

PUNCHSTON (C.M.S.). September 9 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

LLANDAFF (A/D Frigate). September 19 at Singapore. Foreign Service (Far East) (Phased). (A).

DELIGHT (Destroyer). September 20 at Devonport. General Service Commission (Phased). Home/West Indies/ Home. U.K. Base Port, Devonport.

JAGUAR (A/A Frigate). September 28 at Chatham. General Service Commission. Home/Far East/ Home. U.K. Base Port, Chatham.

WISTON (C.M.S.). September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.). September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

DANAE (GP Frigate). September at Devonport. General Service Commission (Home/Far East. Captain's command. U.K. Base Port, Devonport. (C).

PROTECTOR (Ice Patrol Ship). September. (Tentative date). Place of commissioning under consideration. 50% of ship's company. General Service Commission. Home/South America and South Atlantic. U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate). October 2. L.R.P. complement at Portsmouth. Port Service.

BEACHAMPTON (C.M.S.). October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

BURNASTON (C.M.S.). October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

CHICHESTER (A/D Frigate). October 14 at Singapore. Foreign Service (Far East) (Phased). (A).

KENT (G.M. Destroyer). October 7 at Chatham. General Service Commission. Home/Far East (Phased) U.K. Base Port, Chatham.

814 SQUADRON (VICTORIOUS). October 1 at Cudworth. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

CHAWTON (C.M.S.). November 4 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

HECLA (Surveying ship). November at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport. (A).

ARGONAUT FLIGHT. November at Portland. General Service Commission. Wasp. U.K. Base port Portsmouth.

DRAFTY'S CORNER

Since the end of the last war the Weapon Electrical Engineering Branch has been evolving.

First of all the Electrical Branch was formed from many specialisations and sub-specialisations which had grown up during the war.

Then OAs were asked to transfer to EA, EA to REA, and EAs back to OAs.

As a result of these and other short-term measures, it was found that some men were required to cover too wide a field while others could well be given wider responsibilities.

GOOD FOUNDATION

A new structure, embracing the old Electrical and Ordnance Branches, was obviously required, which would redistribute the task and lay a good foundation for a new Branch to evolve smoothly and steadily to meet the technical advances of the future.

Recategorisation was started a fortnight after the closing date for the receipt of requests. Over 7,000 ratings were involved. B.45(b) reply chits (except for the inevitable one or two stragglers) had been dispatched by January 20, 1967, so by February 1, 1967, all ratings of the W.E. Branch should have known their new rate.

As was to be expected, the volunteers for the different categories did not match the requirements. Requests from

LINCOLN (A/D Frigate). Early December at Devonport. Port Service for trials. Commissions early February, 1968.

ARETHUSA (GP Frigate). December 7 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Portsmouth. (A).

HEGATE (Surveying ship). December at Devonport. General Service Commission (North Atlantic). U.K. Base Port, Devonport. (A).

ZULU FLIGHT (Under consideration). December at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

SIRIUS (GP Frigate). December at Singapore. Foreign Service (Far East). (Phased). (A).

VIDAL (Surveying ship). December (Tentative date) at Chatham. Foreign Service (Far East). U.K. Base Port, Chatham. (A).

BULWARK (Commando ship). December (Tentative date) at Portsmouth. Home Sea Service/Foreign Service from date of sailing. U.K. Base Port, Portsmouth.

VICTORIOUS (S.A.R. FLIGHT). Late 1967 at Cudworth. General Service Commission. U.K. Base Port, Portsmouth.

CLEOPATRA FLIGHT. Early 1968 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport. (Flight under consideration).

MOHAWK (GP Frigate). January 4 at Rosyth. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Rosyth. (B).

CLEOPATRA (GP Frigate). January 4 at Devonport. General Service Commission (Phased). Home/Middle East/ Home. U.K. Base Port, Devonport. (A).

LYNX (A/S Frigate). January 4 at Devonport. General Service Commission (Phased). Home/Far East/ Home. U.K. Base Port, Devonport.

LEANDER (GP Frigate). January 4 at Portsmouth. General Service Commission (Phased). Home/Far East/ Home. Captain's Command. U.K. Base Port, Portsmouth.

SUBMARINES

NARWHAL. March 2 (Tentative date). At Rosyth. For service in 1st S/M Squadron.

ALCIDE. March 30 at Devonport, for service with 1st S/M Squadron.

OXLEY. April 18 at Scott's Yard, Greenock. The first of four 'O' class submarines for the Royal Australian Navy.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit. For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships. Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be

W.E. branch — recategorisation

ARTIFICERS AND MECHANICIANS

CONTROL ELECTRICAL				Old Rating	ORDNANCE ELECTRICAL			
Preference	Re-quired	Actual %	No.		Actual No.	%	Re-quired	Preference
66%	30%	34%	61	C.O.A.	118	66%	70%	34%
60%	60%	50%	56	C.E.A.	57	50%	40%	40%
70%	30%	48%	10	C.El.Mech	13	52%	70%	30%
56%	40%	43%	91	O.A.	119	57%	60%	44%
66%	40%	42%	116	E.A.	161	58%	60%	34%
68%	40%	41%	149	El.Mech	217	59%	60%	32%

MECHANICS

CONTROL ELECTRICAL				Old Rating	ORDNANCE ELECTRICAL			
Preference	Re-quired	Actual %	No.		Actual No.	%	Re-quired	Preference
55%	35%	34%	83	Ch.Elec.	158	66%	65%	45%
52%	34%	34%	258	P.O.El.	501	66%	66%	48%
45%	34%	34%	312	L.E.M.	604	66%	66%	55%
36%	32%	32%	700	E.M.	1499	68%	68%	64%

artificers and mechanics showed a heavy bias towards control, and many were disappointed.

DISAPPOINTMENT

Requests from mechanics showed a small bias towards control among senior rates, and a bias towards ordnance electrical among junior ratings.

The disappointment among mechanics was therefore less than among artificers and mechanics.

The two tables illustrate what the men in each branch asked for, what the Navy reckoned it wanted, and how far it was possible to modify naval needs to meet those of the men.

In selecting men for new categories it was inevitable that there would be conflict between what men wanted and what they could be given.

FAIRLY SHARED

Expertise had to be fairly shared between categories—easy enough in Control Electrical, but difficult in Ordnance Electrical.

Enough OEA(L) and OE Mech(L) had to be provided to give this sub-specialisation the electrical talent it needed, as it was not possible to achieve this by pre-commissioning training for the OEA(O) within a reasonable time.

Also to be taken into account was the absence of any OEA apprentices, the first of whom will not join the Fleet until 1970.

Under the old system, OAs had a better shore:sea ratio than the EA and El Mech. One inevitable result of putting the balance right has been to in-

EXCHANGE OF SHIPS

LM(E) M. J. Westlake (EOW), serving in H.M.S. Russell in refit at Rosyth (over six months), would like to exchange ships with anyone in the south of England, preferably Chatham or Portsmouth.

LSRP2) J. S. L. Paterson, at present in H.M.S. Tyne, at Devonport, on draft to Hampshire June 16 for general service commission (Far East), but which will be based at Portsmouth for refit and trials until early 1968. Will exchange for similar ship based at Devonport.

borne in lieu of U.K. rating are indicated as follows (A)—All Cooks (S), Cooks (O) and all Stewards (B). Cooks (S) other than P.O. Cook (S), all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards. (E)—Leading Cooks (S) and Stewards only. (F)—Cook (S) and Steward only.

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SAW THE NAZI LEADERS

In his 38 years in the Navy, the last 15 in the Careers Service, Lieut. (C.S.) J. Makepeace, R.N., served with many officers who have reached the top of their profession.

Entering the service through H.M.S. Impregnable in January, 1928, his first "name" was Admiral Evans—"Evans of the Broke," who was C-in-C, Africa Station, when Sig. Makepeace was in H.M.S. Cardiff. The Admiral's flag lieutenant was Lieut. P. Dawnay, who became Flag Officer Commanding Royal Yachts.

Joining the Submarine branch, his first boat was H.M.S. Scout, and one of her duties was to take the body of the German ambassador, who had died in London, to Wilhelmshaven, and Sig. Makepeace had an opportunity of seeing the Deputy German Führer, Rudolf Hess, Admiral Doenitz, and Field-Marshal



Lieut. J. Makepeace, R.N.

Goering, who were there to meet the body.

Later he served under Lieut. Wanklyn, who was later to be awarded the first submarine V.C. of the Second World War when

commanding H.M.S. Upholder.

In H.M.S. Clyde the junior officer on board was Sub-Lieut. I. McGeoch—the present Flag Officer Submarines.

Lieut. Makepeace was serving in H.M.S. Osiris at the outbreak of the war and the First Lieutenant is now Vice-Admiral Sir Hugh Mackenzie, the Chief Polaris Executive.

His next ship was H.M.S. Triumph, commanded by Lieut.-Cdr. W. J. Woods, who eventually became the Commander-in-Chief, Portsmouth.

On return to general service Lieut. Makepeace took part in Russian convoys in H.M.S. Sheffield, and was in the North Africa and Salerno operations.

After the war, and until joining the Careers Service, he served with the Fleet Air Arm.

Lieut. Makepeace's present job covers Shropshire, Radnorshire and Montgomery.

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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

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LX 845289 H. M. D. Middleton, To C.P.O.S.A. (V)
MX 835385 J. Shaler, To C.P.O. Cook (O)
MX 79176 R. C. Till, To C.P.O.S.A. (S)
MX 831640 J. McNicol, To C.P.O. Writer
MX 867510 K. Wright, To C.E.R.A.
M 943967 K. Watmough, M 954407

L. F. Chapman, M 933962 T. Short, 933595 P. D. F. Angell, 943555 R. D. Moxter, 928595 D. A. Jacobs, To Chief Joiner
MX 819228 J. W. Keirle, MX 759007 J. Anderson, To Ch.M. (E)
Nil, To Chief O.A.
054561 J. B. Crone, MX 902321 C. M. Manley, M 928533 J. D. Casey, M 943561 M. E. Burnham, M 943893 B. G. Livingstone, To C.C.A. (W)
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MX 892871 J. Roskilly, MX 881397 M. Pack, To Chief Radio Electrician
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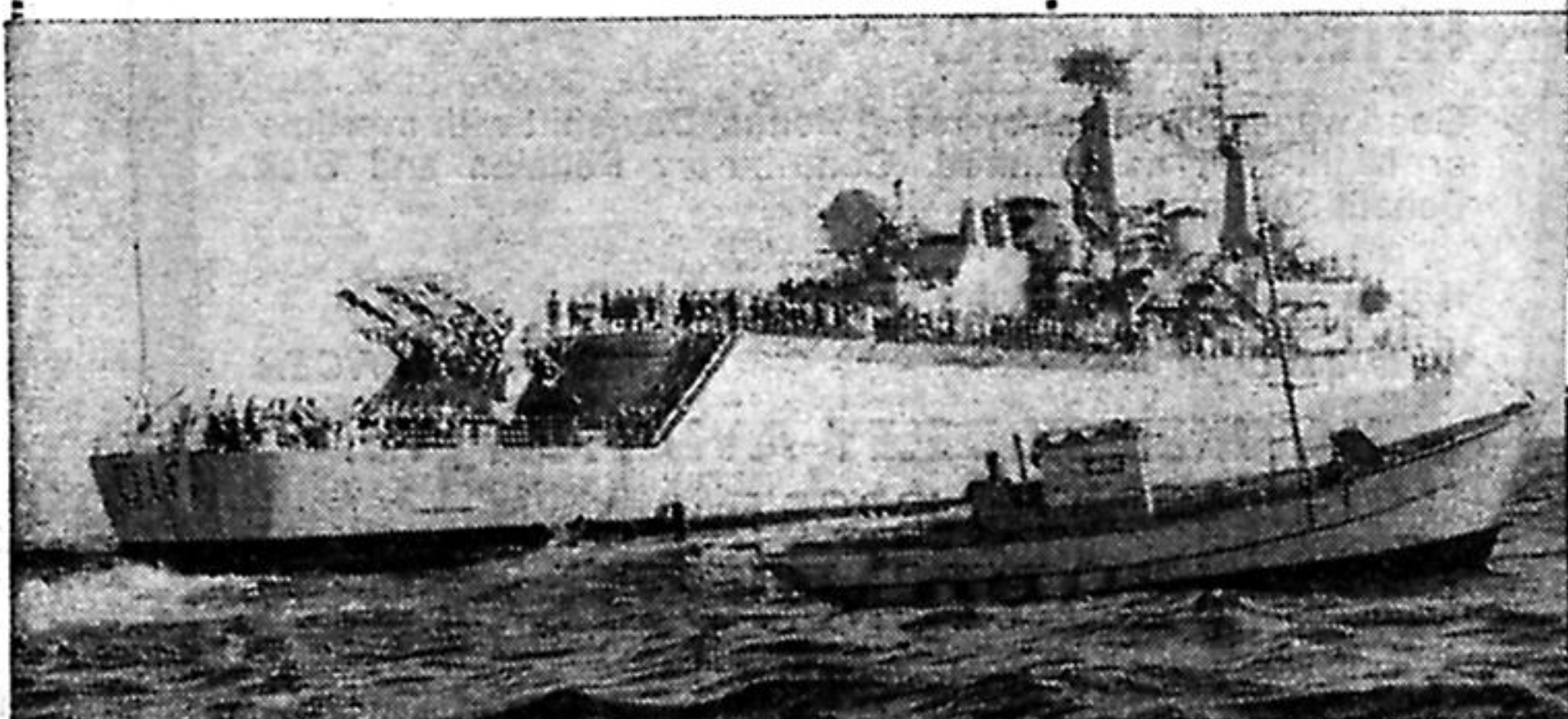
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CARIBBEAN RESCUE

It was fortunate for St. Lucia fisherman Nanad Thomas, four days adrift in the Caribbean, that ships of the Home Fleet Squadron were exercising in the West Indies.

An air/sea search was mounted, and three ships from the Squadron, H.M.S. London (guided-missile destroyer), H.M.S. Phoebe (frigate) and R.F.A. Olva (fleet tanker) delayed their visit to the Windward Islands to help. Eventually a Wessex helicopter from H.M.S. London located the derelict fisherman and brought his vigil to an end.



H.M.S. London standing by the broken-down fishing boat

Wren Elaine Hutchison

One of the most photographed Wrens at Lossiemouth is 20-year-old Elaine Hutchison who has been selected to pose for publicity pictures.

When asked about the Wren Elaine said: "It's wonderful. She is a radio electrician on 764 Hurricane Squadron."

No. 136

H.M.S. Fearless



LANDING CRAFT 'SWIM' INTO FEARLESS

Take 8 landing craft, 15 tanks, 7 3-ton and 20-quarter-ton trucks, 4 to 6 Wessex helicopters, a flight deck, a dock capable of taking four of the landing craft (each capable of carrying two fully-loaded tanks), a ship's company of over 650 officers and men of

the three Services, and a capacity for 700 troops—and what have you?

The answer is—H.M.S. Fearless—the first of the Navy's assault ships, now on a General Service Commission East of Suez. The second of the class, H.M.S. Intrepid, commissions this month.

The helicopter platform is the deckhead of the covered well or dock, into which the landing craft, with their loads, "swim," compartments in the ship being flooded and so lowering the ship in the water for this to be possible.

H.M.S. Fearless is able to serve as a command ship at sea for transit operations, and as headquarters ship in an assault area. The ship is equipped with the latest radio aids so that the

Admiralty Board can send teleprinter messages to her wherever she may be operating.

When telling members of the Press about the ship, the Commodore, Amphibious Forces, said: "This ship is an example of what the future could hold in store for all the Services. A ship which is run by the Navy, Army and Royal Air Force, and could be available for any operations, in any part of the world."

He also intimated that the Navy could have done with a ship such as Fearless, in places like Borneo, for several years.

Fearless was built by Harland & Wolff Ltd. at Belfast, being laid down on July 25, 1962, launched December 19, 1963, and completed December, 1965.

Her displacement is 12,120 tons (full load), length 520 ft. (o.a.), and beam 80 ft.

Points leaders on rosters

The following table shows the total points of each man at the top of each roster as at February 1, 1967. The number in parentheses indicates the number of men with the same number of points.

When a roster is shown as "Int" (intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Rating lacking seniority, VG conduct, or medically unfit have been omitted.

Points awarded on November 30, 1966, are not effective until March 1, 1967.

PO	LS
200(3)	Int.
CHSMKR	SLMKR
94	Dry
CPWTR	POWTR
171(2)	Int.
CPOSA(V)	CPOSA(S)
159	73(5)
LSA	25(3)
71(1)	
CPCK(S)	POCK(S)
157(3)	131(2)
CPSTD	POSTD
196	87(3)
CPCK(O)	POCK(O)
214	91
MAA	RPO
153	67(2)
CERA/	CHMECH
Int.	192(2)
LM(E)	
Dry	
CHSHT	CHJNR
Dry	CCEL/COEL
COEA/	CCELMECH/
CCEA	167(4)
Dry	
POCEL/	LCME/
POCEL	LOEM
Int.	Dry
CHREL	POREL
122	Dry
CPOMA	POMA
39(2)	31(2)
CCY	CY
152(2)	38
CRS	RS
166(3)	Int.
CRS(W)	RS(W)
Dry	CAA(O)
CAA(AE)	Dry
Dry	CEA(AIR)
CAM(O)	Dry
Dry	CHREL-
CHREL-	MECH
MECH	(AIR)
(AIR)	Dry
Dry	POAF(AE)
CAF(AE)	84
225(3)	POAF(O)
CAF(O)	46
221(2)	
CA(AH)	POA(AH)
194	74
CA(SE)	POA(SE)
84	89
	Inter-
CA(PHOT)	POA(PHOT)
183	98(2)
CA(MET)	POA(MET)
113	51
CHEL	POEL(AIR)
(AIR)	27(3)
197	Dry
CHREL	POREL
(AIR)	28(5)
198(2)	

CHREL	POREL	LAM(AE)
122	Dry	Inter-
CPOMA	POMA	mediate
39(2)	31(2)	LAM(O)
CCY	CY	37
152(2)	38	LA(AH)
CRS	RS	74
166(3)	Int.	LA(SE)
CRS(W)	RS(W)	89
Dry	CAA(O)	Inter-
CAA(AE)	Dry	mediate
Dry	CEA(AIR)	LA(MET)
CAM(O)	Dry	57
Dry	CHREL-	LEM(AIR)
CHREL-	MECH	Dry
MECH	(AIR)	LREM(AIR)
(AIR)	Dry	Dry
Dry	POAF(AE)	
CAF(AE)	84	
225(3)	POAF(O)	
CAF(O)	46	
221(2)		

CA(AH)	POA(AH)	LA(AH)
194	74	
CA(SE)	POA(SE)	LA(SE)
84	89	
	Inter-	
CA(PHOT)	POA(PHOT)	LA(PHOT)
183	98(2)	78
CA(MET)	POA(MET)	LA(MET)
113	51	57
CHEL	POEL(AIR)	LEM(AIR)
(AIR)	27(3)	Dry
197	Dry	
CHREL	POREL	LREM(AIR)
(AIR)	28(5)	Dry
198(2)		

SUBS IN COLLISION

There was no one hurt and only slight damage when H.M. Submarines Opportune and Orpheus collided in darkness and heavy weather just outside Portsmouth harbour on February 15.

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IS IT YOU TO BLAME, JACK?

Not telling the wife

"The first bit of sense that's been written about lonely naval wives in the last 15 years" was one of the forthright comments on the article by a brigadier's wife, published in last month's "Navy News."

Not one letter or comment has been received to challenge the writer's view that wives need a whole new attitude to Service welfare, and that everybody seems bogged down on the loneliness—boredom issue of separated wives.

The absence of argument on the subject points to the truth of what has been said for years—that wives are not a lot of moaning minnies, and when they do feel cause for standing on a soap box and delivering a few home truths, it is either a justifiable criticism of the failure of Service machinery, or a lack of information.

SPLENDID SPIRIT

They know all about loneli-

Families' Page

ness. The great bulk of them manage to be "Mum and Dad" during separation periods with a splendid spirit for tackling the practical problems.

But next to married quarters, shorter commissions and a thoughtful Service approach to domestic affairs, the outstanding requirement is for information.

Communication is the vital need in ensuring that wives know why things are done in a certain way. When they begin to understand the reasons, they also begin to feel themselves part of the Service and its loyalties.

Yet, day in and day out,



"Navy News" and all the Navy organisations dealing with families are in contact with wives who have no idea of the numerous ways in which they can be helped.

"NOTHING LIKE THAT"

Many of them say they have asked their husbands about clubs and been told "There is nothing like that round here," only to find subsequently that there is a lively and friendly organisation just waiting to be used.

The result is that when Jack is in Fiji and his family have suddenly to get out of their home and find another, there is anxiety which is often quite unnecessary.

Wives living on the new estates are in a better position to learn what is going on through their daily contacts, but even there it is astonishing how many have never heard, for instance, that "Navy News" exists, and that every month it contains information of vital interest to the families.

"My husband sees it in the mess," they will say, "but he never brings a copy home."

HUSBANDS FIRST

The brigadier's wife was right to call for a "bold rethinking." And the first direction should be towards husbands who do not understand that they will be the first to suffer if the wives get into difficulties—and that they themselves may have been one of the causes.

PLENTY OF FRIENDS

It is much easier for wives to form friendships on the naval estates. These are at Rowner, Gosport

Trust houses for families in urgent need

For naval families, life is full of the unexpected, and the unexpected can be worrying when it involves a sudden crisis over accommodation.

Now that the Weston Naval Families Hotel at Southsea has had to close, a useful facility to remember in the Portsmouth and Gosport area is the Dame Elisabeth Kelly Trust.

When £25,000 became available in 1963 through the sale of a children's home no longer required, it was decided to set up the Trust for the purpose of buying and furnishing a number of houses to be let for short periods to Service families in urgent need of temporary accommodation.

STARTED IN 1964

The Trust now owns five two-bedroom and four three-bedroom houses, of which two are in Portsmouth and seven in Gosport.

Since the first lettings in March, 1964, 82 families—all naval or Royal Marine—have occupied Trust houses.

Priority is given according to the circumstances of the applicant and the number of children, and all tenancies have gone to the kind of family envisaged when the scheme was first worked out: returning from abroad with nowhere to live, unexpectedly evicted from their homes or unpredictably having to wait for quarters or hirings, and wives with young families needing a temporary home to be near a husband in hospital.

The biggest family the Trust has housed comprised mother and six children (father away at sea).

JUST MEETS COSTS

Rents charged, together with the income from the capital still remaining, just suffice to meet

running costs, and a decision on whether to buy more houses depends on the effect the growing number of married quarters has on the need for temporary housing.

Since the waiting list for quarters began to get shorter, applications for Trust houses have decreased noticeably.

Applications for tenancies of from one to three months may be made (preferably on the application forms which have been fairly widely distributed) to the Secretary, Dame Elisabeth Kelly Trust, c/o Commodore's Office, Royal Naval Barracks, Portsmouth.

Applications made by letter must give full Service particulars, number, ages and sexes of children, date house needed, and reasons for needing a temporary home in the Portsmouth area.

Rents at present are: chief petty officers, £4 15s.; petty officers, £4 10s.; others, £4.

Organisation for all wives

Naval wives not aware of the Royal Naval Wives' Association, and the friendliness found by those belonging to it, may like to know that branches exist in all the home ports.

Around Portsmouth alone there are the Victory, Vernon, North End, Havant, Purbrook, and Gosport and Fareham branches.

Owing to a misunderstanding, a previous mention of the Vernon said it was the only one open to all wives. In fact all branches are open to all wives, and new members are welcomed.

Rowner estate plans restricted

Now that the first 1,100 homes on the Navy's Grange Airfield estate are nearing completion, the decision has been reached that the next phase should be of only 500 houses, and not 1,000 as originally intended.

Already the completed units have made a great impact on the local married quarters position. Waiting has been virtually eliminated, and the three-year rule abolished.

The number of hirings has been allowed to run down as the requirement has diminished, and future plans for Rowner will be assessed as the situation becomes more stabilised.

Plans for the estate, however, will still include such amenities as shops, supermarket, community centre, parking facilities—and possibly a public house and petrol filling station.

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Old tandems wanted

Johore Bahru and Royal Navy Cycling Club (jointly run by boys of the Royal Navy and local Malay and Chinese) voted at our last monthly meeting that we would do our best to help the children of the Princess Elizabeth School for the Blind, Johore Bahru, by trying to start a scheme of "Tandems for the Blind."

Both the Blind School and the Cycling Club receive much help from the Royal Navy and Service families here, but in this case the club has to look farther afield as there are no tandems to be had in Malaysia, and so we are writing to ask if any of your readers might be able to help this worthy cause.

The possession of one or two tandems, which club members could use to take out the blind children on cycle runs, would provide these youngsters with a most valuable form of exercise.

We would be very happy to hear if any of your readers have a small tandem (complete but not necessarily in working order) that they no longer require, and would be prepared to donate to bring a little more happiness to the blind children of Johore Bahru.

Shipment to the Far East can be arranged with the co-operation of the Royal Navy.

Details of any offers, please to Petty Officer Writer A. J. Beddow, Office of Commander, Far East Fleet, c/o B.F.M.O., Singapore, 27.

Tony Beddow.
(Hon. Sec., J.B. & R.N.C.C.)

'News' link with civilisation

Enclosed please find my subscription for 1967.

Believe me, that for one living in the midst of Pongoland it is a link with civilisation.

It brings a regular touch of homesickness, but it's worth it.
J. Morgan.

Fleet,
Hampshire.

'Tell it to the Marines'

In connection with the paragraph, "To the Marines, or Horse Marines" (February "Navy News"), the phrase "Tell it to the Marines," is an abbreviated form of "Tell it to the Marines, for I'm damned if the sailors will believe it"—a remark that greets any tall story—originated from King Charles not believing his attendants at Court who said that they had seen flying fish when sailing in the South Seas.

A Royal Marine officer who was present confirmed this to the King, who remarked to Samuel Pepys, "From the nature of their calling, no class of our subjects can have so wide a knowledge of seas and lands as the officers and men of Our Loyal Maritime Regiment. Henceforth ere we ever cast doubts upon a tale that lacks likelihood, we will first 'Tell it to the Marines.'"

The reference to the 17th Lancers and H.M.S. Hermione

IRON DUKE PROPELLER

The Fleet Air Arm Museum has on loan from the Portsmouth Trophy Store a wooden propeller with Russian markings.

Embossed in metal on the hub is the head of the Duke of Wellington.

Translation of the markings is as follows: Pitch 210, Salmson 1605, Farman, Diameter 270, Number 11043, 11th October, 1917, Serial 2422.

No information appears to be available as to how this trophy was originally acquired, and I am wondering whether any of your readers can give us a lead.

F. H. Hughes.
(Cdr., Royal Navy).
Royal Naval Air Station,
Yeovilton.

in 1795 cannot be confirmed by any records which are available.

In actual fact, Hermione was famous by being concerned in one of the most notable mutinies of all time, when commanded by the notorious Captain Hugh Pigot in 1797.

When cruising off the western end of Puerto Rico on the night of 22nd September, the crew mutinied and murdered the captain, three lieutenants, the purser, surgeon, captain's clerk, midshipman, the boatswain and the lieutenant of Marines. The ship was handed over to the Spanish Governor, who retained her.

She was recaptured by being cut-out by boats from H.M.S. Surprise in 1799. She was taken

Letters to the Editor

back into the British Navy as H.M.S. Retaliation, and was re-named again in 1800 as H.M.S. Retribution.

Plympton,
South Devon.

T. M. Capron.

'Glory' Squadron Club formed

I was surprised to hear that Mr. Burns had never heard of any reunions for Glory and her two Squadrons, 806 and 837. (January "Navy News.")

My father served in Glory during that first commission in the Pacific as a lieutenant (A) in 837 Squadron. An 837 Squadron Club was formed, and my father was a member up to our going to Uganda in 1952. I don't know if the club is still in existence.

It may be of interest to anyone who served in Glory during her first commission, that my father, Mr. D. A. Ward, joined the Prison Service after the war, and from 1952 to 1959 he was seconded to the Colonial Prison Service in Uganda. He is now the Deputy Governor of H.M. Prison, Dartmoor.

J. R. A. Ward.
R.M.A. Sandhurst.

A call to former Warspites

Reading about old Valiants prompts me to ask if there are any First World War Warspites still cruising around? I should be pleased to hear from any of them.

Valiant and Warspite were chummy ships, both Devonport, and we had a few adventures together.

C. W. Johnson.
Brigg,
Lincolnshire.

Last Meteor goes



The last Meteor Trainer in service with the Royal Navy flew into history at the end of January when it made its farewell flight at R.N. Air Station, Yeovilton.

The Flag Officer Naval Flying Training, Rear-Admiral D. W. Kirke, was pilot on the flight, and he was accompanied by Lieut.-Cdr. A. H. Milnes, commanding officer of the Naval Flying Standards Flight, the unit responsible for maintaining standards of instrument flying throughout the Naval Air Command.

The aircraft is to go to the R.A.F. Station, at Kemble, for disposal. The Meteor has been in service with the Fleet Air Arm for 17 years, but with the approaching closure of the Naval Meteor Squadron in Malta, its useful life has come to an end.

WHAT THE SHIPS ARE DOING

H.M.S. Berwick raised £250 for the Guide Dogs for the Blind Association in nine months—the second £250 donation.

The Leander class frigate H.M.S. Ajax has recommissioned at Singapore for foreign service on the Far East Station.

After a period of leave and maintenance in Portsmouth, H.M.S. Mohawk will operate

with the Home Fleet prior to service in the West Indies.

The frigate H.M.S. Nubian has sailed from Portsmouth for the Middle East and patrols off Beira.

On the occasion of her 30th birthday, H.M.S. Protector, now serving in Antarctic waters, the Navy's oldest seagoing ship, sent greetings "to our fourth Sovereign."

H.M.S. Barrosa recommissioned at Devonport on February 3.

The frigate H.M.S. Minerva sailed from Portsmouth for the Far East.

The anti-aircraft frigate H.M.S. Lynx, which is to be withdrawn from the South Atlantic and South America station with the closing of the British naval command at Simonstown on April 12, will be transferred to the Far East.

The former H.M.S. Sluys, now the Iranian Ship Artemis, is being refitted by the Vosper-Thornycroft group at Southampton.

H.M.S. Bulwark, the Navy's first commando ship, is to be based on Portsmouth when she returns from the Far East later this year.

H.M.S. Leander has returned to Portsmouth from the Far East after covering 60,000 miles in 204 days at sea.



"Well if I've got to work like an AB, I'm entitled to drink like one!"

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Auntie Tiptoe and the ballerinas

Ballerinas attended the recommissioning on February 24 of H.M.S. Tiptoe, the oldest submarine serving in the fleet. She was first commissioned at Barrow in June, 1944, where she was built by Vickers-Armstrongs.

For the remainder of the war she was out in the Far East, where she won a Battle Honour in the Malayan campaign.

She was completely rebuilt in 1952-54, when the hull was cut in two and an extra section added, which brought her underwater speed up from nine knots to 15.

Tiptoe is the last of the "T" Class, and therefore the last of the submarines which served in the last war to recommission.

The present commission, her last, will be the ninth. The present captain, Lieut.-Cdr. Robin Whiteside, R.N., is her 19th commanding officer.

Tiptoe has as her ship's crest a ballerina, and consequently the submarine has always had a close association with the ballet, even to the extent of having a pair of Moira Shearer's ballet shoes on board.

Joined Tasmanian relief parties

H.M.S. Submarines Trump and Tabard, both based on Sydney, N.S.W., were sent to Hobart, Tasmania, to help the fire-ravaged island.

Within a few hours of their

arrival the ships contributed £134 from their welfare funds to the relief fund organised for fire victims.

Volunteers from the submarines were quickly forthcoming to join the relief and rescue parties.

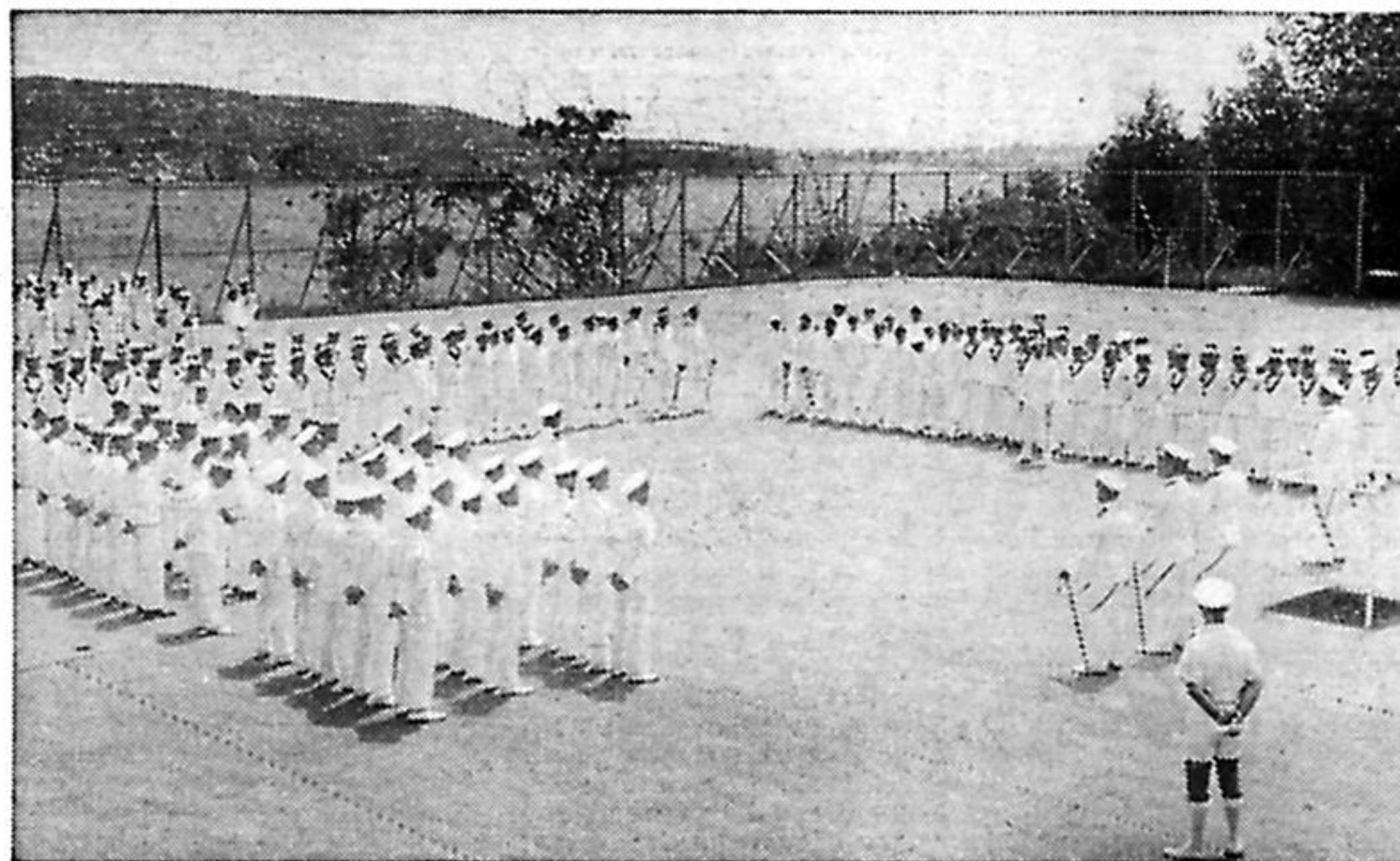
Oberon calls on its Namesake

When H.M.S. Oberon visited Australia in November last, the opportunity was taken to call at the town of Oberon, New South Wales, 130 miles into the Blue Mountains, the existence of the town only being discovered while thumbing idly through an atlas.

Oberon, the only "O" class submarine at present in the Far East, was of very great interest to the Australians, for the Royal Australian Navy will be shortly running four of its own.

During the visit a few submariners went prospecting for gold and opals (unsuccessfully), while others went hunting kangaroos or shot rabbits.

Several members were taken flying by the landowners, and were staggered at the size of what was apologetically de-



scribed as being a small property (only 8,000 acres!).

Talent replacing Tireless

For several years now, 10,000 visitors per annum have been shown around H.M.S. Tireless at the Submarine Headquarters, Gosport, but she is now to go into Dockyard hands for de-equipping prior to disposal.

Replacing Tireless will be Talent, 1,090 tons, until recently a unit of the First Sub-

THE FINAL TRIBUTE

On January 29, 1917, submarine K.13 (2,600 tons—steam driven on the surface) dived out of control into the depths of the Gareloch.

All the 89 on board might have died had not a housemaid happened to look across the loch and saw a man swimming—in January. She raised the alarm.

The swimmer was the commanding officer, Lieut.-Cdr. Godfrey Herbert, R.N., and he had surfaced in a bubble from the submarine. Rescue operations were started immediately and 57 men were saved.

On January 29, 1967, one survivor, Sydney Glazebrook, of London, joined senior officers and men of the Third Submarine Squadron, when a ceremony was held at the K.13 memorial.

It is understood that this year's ceremony—on the 50th anniversary of the disaster—is likely to be the last.

marine Squadron at H.M.S. Dolphin.

A decision is still awaited on the sale of another "T" class boat, Taciturn, to the Chilean Navy.

New commander for H.M.S. Dolphin

Capt. Rudland Cairns, R.N., is to succeed Capt. J. S. Stevens, R.N., as commanding officer of H.M.S. Dolphin and Captain (SM), 1st S/M Squadron, in April.

A submariner since early in the Second World War, Capt. Cairns, who is now serving at



Capt. R. Cairns, R.N.

the Ministry of Defence, won the D.S.C. in 1943 for service in submarines.

Promoted to Captain on June 30, 1965, he was Commander of the 7th Submarine Squadron at Singapore before going to the Ministry of Defence, and prior to Singapore served as executive officer of H.M.S. Lochinvar.

AUSTRALIAN SUMMER

The Australian and New Zealand stations cover half the Southern Indian Ocean and the

Pacific beyond Tabiti—New Guinea in the north to the Antarctic in the south—and throughout this part of the world it is high summer.

H.M.S. Tabard and Trump are visiting New Zealand, concentrating, between exercises, on the South Island.

To be based in Sydney, especially at this time of year, may seem reward enough, but to the Fourth Submarine Division, New Zealand is the best run of all.

Before the submarines left, Divisions (pictured here) were held to mark the occasion of the relief of Cdr. G. J. Tottenham, R.N., by Cdr. W. D. Owen, R.A.N., who is due to join in February.

In bright sunshine and a temperature of over 90 degrees, Cdr. Tottenham said farewell to the Division, which, with its Australian commanding officer, is starting the process of phasing out R.N. submarines in Sydney.

While both R.N. and R.A.N. submarines are operating together, the Division will be completely integrated, but with the departure of the last of the "T" conversion submarines, the R.A.N. submarine service will have its own squadron entirely Australian manned.

ary and February, was San Juan, Puerto Rico, and the most striking memories of this much-Americanised city were its fast, sleek cars, a hectic night life, and an assorted group of nationalities.

Following exercises with United States, Canadian, British, and Dutch naval forces, Artful visited St. Lucia, St. Kitts, Carriacou, Bridgetown (Barbados), and Bermuda, in each place being most warmly welcomed.

"Wintering abroad in the picturesque surroundings of the Caribbean was certainly an outstanding experience which we would like to repeat as often as possible," says our correspondent.

Submerged trip to Singapore

H.M.S. Valiant, commanded on this occasion by Cdr. Peter Herbert, the second of the Navy's nuclear-powered Fleet submarines, and the first all-British design, is now on a submerged passage to Singapore.

The trip is being taken so that the Navy can obtain experience of the submarine's operational qualities on a long sea voyage in all kinds of conditions.

A call was made at Mauritius on February 19, and the ship's company had six days for rest and recreation. Valiant then continued to Singapore, taking part in exercises with the Far East Fleet.

The submarine is expected to return to the United Kingdom in the late spring.

Hoping for repeat performance

The first port of call for H.M.S. Artful, part of the Home Fleet squadron which visited the West Indies in Janu-

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NAVY LED THE WORLD IN DESTROYERS

History of 'the boats'

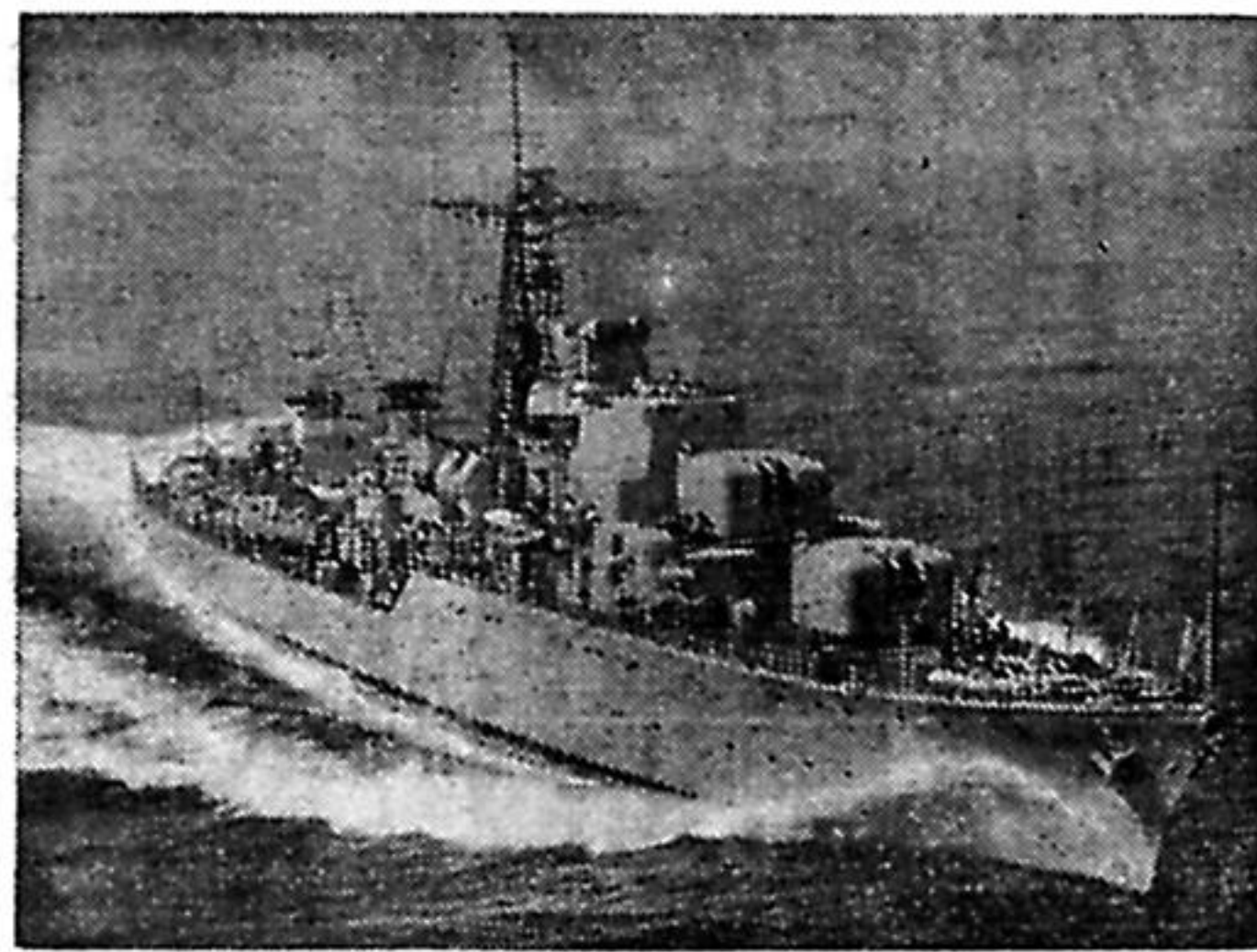
It is possible, sometimes, to pick up a book and to realise, immediately, that its production has been a labour of love.

Such a book is *British Destroyers*, by Edgar J. March, A.R.N.A. (Seeley, Service & Co. Ltd., 10 gns.).

In a foreword, Admiral of the Fleet the Earl Mountbatten says "No experience can equal the thrill of commanding a destroyer. My own commands, the Daring, 1934, Wishart, 1935, and Kelly (including the 5th Destroyer Flotilla), 1939, gave me the most unforgettable experience of my life," and the obvious regard the Admiral has for destroyers, and the men who serve in them, is matched by Mr. March's labour in scrutinising over a ton of papers, the research, typing, etc., taking over five-and-a-half years, and the love he, too, has for "the boats."

Mr. March traces the development of the British destroyer ("The Royal Navy has led the world in destroyer design during the present century," says Earl Mountbatten) from 1892 to 1953, and this magnificent volume, superbly produced, with 175 photographs of first-class quality of the various destroyers, and 100 detailed drawings, is a real joy to handle and to read.

The 63 chapters of the book deal with the builders and contractors, the design and construction, the early history of torpedo boats, and the various classes of destroyers, from the 27-knotters of 1892-93 to the Darings of 1944.



A 1953 picture of a Daring class destroyer. Detailed plans, etc. of all destroyers are contained in "British Destroyers"

Every one of the book's 570-odd pages is of absorbing interest, not only to the expert, but also to all those who have a love of the Royal Navy.

Raid altered the course of war

In the Combined Operations raid on Vaagso—apart from a small supporting force of British warships under the command of Rear-Admiral (later Admiral) Harold M. Burroughs—there were fewer than 600 Commandos, but the

consequences were far beyond expectations, and unexpectedly altered the course of the war.

The success of the operation led to the transfer of all German battleship and pocket battleships to Norway (which involved the dash of the German ships Scharnhorst, Gneisenau, and Prinz Eugen from Brest to Germany through the English Channel) and, in effect, meant that the Royal Navy was able to contain one battleship, three heavy cruisers, eight destroyers, four E-boats, and 20 submarines, with only a minimal force.

In *The Vaagso Raid* (Robert Hale Ltd., 25s.) the author, Joseph H. Devins, Jr., tells vividly, how a small group of brave men broke into the German garrison there, overcoming all opposition.

It is so well written that the reader seems to take part in the

NEW ON THE BOOKSHELF

actual engagements, entering the very houses with the Commandos and wondering what will await them as they peer round each corner.

Murder and piracy in air/sea epic

Looking for a needle in a haystack is, in some respects, child's play. The needle is there—with patience it can be found.

But try to image searching for a small boat—or a man—among the whitecaps of a rough sea from a helicopter a thousand feet up, with the possibility that the target may not be in the area being searched.

In *Rescue at Sea* (D. Van Nostrand, Co. Inc., 358 Kensington High Street, London, W.14; 48s.), Capt. John M. Waters, Jr., U.S.C.G., portrays vividly, the excitement, triumphs, humour and heartbreaks of a hazardous profession—the Search and Rescue (S.A.R.) organisation.

The author, Chief of the Search and Rescue Division of the U.S. Coast Guard, has participated in hundreds of air and sea rescues.

Tales of murder, smuggling, and modern-day piracy are also included in this fascinating account of adventure at sea and in the air.

The book is well illustrated with dramatic pictures of actual rescues, portraying the difficulties involved.

It is not just a record of events, but an exceptional adventure story. Every episode is a record of the personal involvement, and the saving of many hundreds of lives, by the Search and Rescue Organisation.

Anne Shelton sings aboard Victorious



The hanger of H.M.S. Victorious was reminiscent of the war-time shows given by stars to the troops when Miss Anne Shelton, at present performing in cabaret at one of the big hotels in Hong Kong, gave a concert on board, and afterwards accepted invitations to several messes.

Visitors to H.M.S. Victorious during an intensive flying programme in the Singapore practice areas were Vice-Admiral Sir Frank Twiss, the Fleet Commander, and Rear-Admiral W. D. O'Brien, the Flag Officer Aircraft Carriers.

On January 11, Victorious, accompanied by H.M. Ships Llandaff, Leopard, Aisne and Blackpool, left Singapore for Hong Kong.

The group entered Hong Kong on January 16 and those on board were glad that they had changed into blues the day before. During the first two days of the visit the temperature was down in the low forties, and on the first night there was ice on the peak.

After the heat and humidity of Singapore everyone on board

shivered, and were very glad when the temperature returned to normal.

Before leaving Hong Kong for exercises in the Subic areas—a visit to Subic itself was scheduled for February 4 and 5—the ship's company gave a total of 308 pints of blood to the local blood bank, making a grand total so far of about 600 pints.

BUYING DISCHARGE

As from February 8, all recruits joining the Royal Navy or Royal Marines have a statutory right to purchase their discharge during the last 14 days of their first three months of service.

It is hoped that the new regulation will stimulate recruitment.

Sailors on safari

The Beira patrol has one compensation, the chance of a "safari" to the Kenya game parks whenever a ship visits Mombasa.

When H.M.S. Caprice last visited the port, a great deal of wild life was seen during one-day safaris. Photographic "kills" included elephant, cheetah, rhino, buffalo, antelope and gazelles of all kinds.

Baboons chattered, iguanas scurried and birds, all the colours of the rainbow, rose at every turn. So many safari cars now pass through the Tsavo Game Park that the animals appear moderately unconcerned.



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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

'New ship' decisions awaited

So far as the Royal Navy is concerned, the real Defence White Paper has yet to come. Optimists had been hoping for some sign that, after last year's carrier decision, it might still be possible to devise means of taking air power to sea, but the White Paper merely says that the new ships which will be needed for future tasks are still being planned.

Meanwhile, the carrier force "is a component of the highest importance," and must remain so until replaced. It is interesting that France's collaboration with Britain on variable-geometry aircraft includes her concern for a maritime role, and British research continues on VTOL planes.

A hint of things to come is the inclusion in major projects of "a new naval close-range self-defence surface-to-air guided missile," but while this would go some way towards the problem of safeguarding a carrierless force, policy appears to be keyed to the White Paper statement that, after confrontation, "our aim is that Britain should not again have to undertake operations on this scale outside Europe."

Haste slowly

Much attention is paid in the defence review to revision of N.A.T.O. strategy, it being emphasised that Britain's contribution will have a critical influence on the composition and deployment of all three Services. A statement is promised later this year, and possibly this may be the moment when the Navy's plans will be revealed.

A year ago, quick decisions appeared necessary to maintain morale, but those most concerned—the Fleet Air Arm—are in good heart. Haste would be unwise when events as well as financial ceilings have to be taken into account, and the requirements on the Navy's capability in the last 12 months cannot escape close attention.

Even though there is no reason whatever to look for any reversal of policy, encouraging possibilities exist within the framework which has been laid down.



"Gentlemen, we're pulling out of all our bases overseas—if we are to keep in practice the next step is to pull out of Pompey, then Devonport, then..."

CONFUSION ON MOZAMBIQUE CHANNEL OPERATION

'Oh why... are we wait... ing' (off Beira)

Bitter disappointment at the failure of the Rhodesia talks aboard H.M.S. Tiger last December was nowhere more keenly felt than among the ships' companies hoping to see an end to the uncomfortable and tedious Beira patrol.

Since March 5, 1966, units of the Royal Navy have spent endless hours of slow-steaming in a hot and humid climate, with day temperatures often soaring into the nineties.

When Mr. Wilson met Mr. Smith in Tiger, 24 warships had already been engaged in the ceaseless watch, with the Royal Air Force carrying out air patrols.

H.M.S. Eagle spent 46 days on patrol, and created a peace-time record of 72 days continuously at sea.

Ark Royal had an easier time with 27 days, and the smaller ships, destroyers and frigates had been in all, hundreds of days off the African coast.

Auxiliaries

To keep the warships at sea and ready for action, Royal Fleet Auxiliaries had to be organised to keep them oiled and supplied.

The record for the longest time in the Mozambique Chan-

nel went to the R.F.A. Tidepool, which spent 53 days there.

And now that this operation must go on, it is somewhat excusable that those carrying out the duties should be tempted to break into the familiar chant, "Oh why are we waiting."

The purpose

The situation has not been helped by an element of misrepresentation in the Press. An indication of the existing confusion could be gauged from the recent Parliamentary question put to the Secretary of State for Defence by Rear-Admiral Morgan Giles, the Member for Winchester.

In an effort to clarify the position he asked, "What is the purpose of the naval patrol off Beira?"

Three other questions from him referred to the number of ships engaged, their orders and the legal position under International Law.

The replies make it clear that it was precisely because the Government was determined to act in accordance with International Law that it sought and obtained a decision from the United Nations Security Council before taking action to intercept tankers approaching Beira—terminal of a major oil pipe line to Rhodesia.

The patrol, in pursuance of the Security Council resolution of April 9, 1966, is not a blockade; it has the limited

objective of preventing the arrival at Beira of any vessel believed to be carrying oil destined for Rhodesia.

The passing of further mandatory sanctions in the United Nations, on December 16 last, aimed at cutting off the supply of oil and oil products and the export of certain commodities from Rhodesia, but this resolution has no direct connection with the patrol.

Onus of responsibility for enforcement of the December resolution has been placed entirely upon the Flag States of the United Nations.

In the answer to other questions, the Secretary of State said it was not the practice to disclose details of current Fleet deployments, but he mentioned frigates and R.F.A.s as the vessels now carrying on the patrols.

Concerning their orders, the reply was: "H.M. ships have been instructed to prevent the arrival at Beira of vessels reasonably believed to be carrying oil for Rhodesia."

From U.N.

Britain's right under International Law to enforce the sanction stems from the United Nations resolution of April 9. The power of the United Nations to issue resolutions binding upon all members derives from the United Nations Charter, Article 42 of which provides that:

"Should the Security Council

809 Squadron for H.M.S. Hermes

On January 18, 809 Buccaneer Squadron left Lossiemouth to take up operational duties on board H.M.S. Hermes.

Capt. D. G. Parker and many of the ship's company were out on the dispersal unit to wave 809 good-bye. This itself was an occasion, as 809 Squadron is the first Buccaneer Mark 2 squadron to go to H.M.S. Hermes.

HOOK-UP

During an exercise in the South China Sea on January 30, a Buccaneer of 801 Squadron, H.M.S. Victorious, approaches a drogue streamer by a Skywarrior aircraft from U.S.S. Enterprise. The Buccaneer was piloted by Lieut. Alsop, and the observer, Lieut. Fitzgerald, took the picture.

Far East Inshore Flotilla reduced

The strength of the Inshore Flotilla (Far East) has been reduced now that confrontation patrolling has ended.

The flotilla, with H.M.S. Manxman as the forward support ship and H.M.S. Mull of Kintyre providing base support, is now primarily engaged in mine counter-measures training, and regular mine counter-measure exercises are conducted.

The 11th M.C.M. Squadron—H.M. Ships Picton and Invermoriston, H.M.N.Z. Ships Hickleton and Santon, and the seaward defence boats, H.M. Ships Camberford, Tilford, Greatford, and Ickford—has been disbanded.

H.M.A. Ships Snipe and Curlew have returned to Australia, and the 16th M.C.M. Squadron has also been disbanded.

RETURNING TO U.K.

The 6th M.C.M. Squadron is now comprised of H.M. Ships Houghton, Maxton, Dartington, Maryton, Kirkliston, Hubberton, Sheraton, and Bossington, and, temporarily, H.M.A. Ships Gull and Hawk.

Three ships of the 6th M.C.M. Squadron have replaced the Hong Kong-based ships Lanton, Penston and Dufon, which are returning to the United Kingdom.

SIMONSTOWN WITHDRAWAL

Although Britain is to withdraw from the command of the Simonstown naval base on April 12, the continued use of the dockyard by Britain will not be affected.

The new command arrangements will give South Africa a greater share of responsibility for the defence of the area.

Vice-Admiral J. M. D. Gray, the present Commander-in-Chief, South Atlantic, and his staff, and the one remaining frigate, will leave the station.

Capt. J. W. D. Cook, R.N., has been appointed as the Senior British Naval Officer, South Africa, and British Naval Attaché, Cape Town (to serve as Commodore while holding the appointment).

A senior naval officer has said that the new agreement shows that the South African Navy "has grown up." It now comprises two destroyers, six frigates, and other vessels, with a total strength of about 270 officers and 2,700 ratings.

As from March 1, the Naval NBCD School at Portsmouth reverted to its traditional name of H.M.S. Phoenix. It remains a tender to H.M.S. Excellent.

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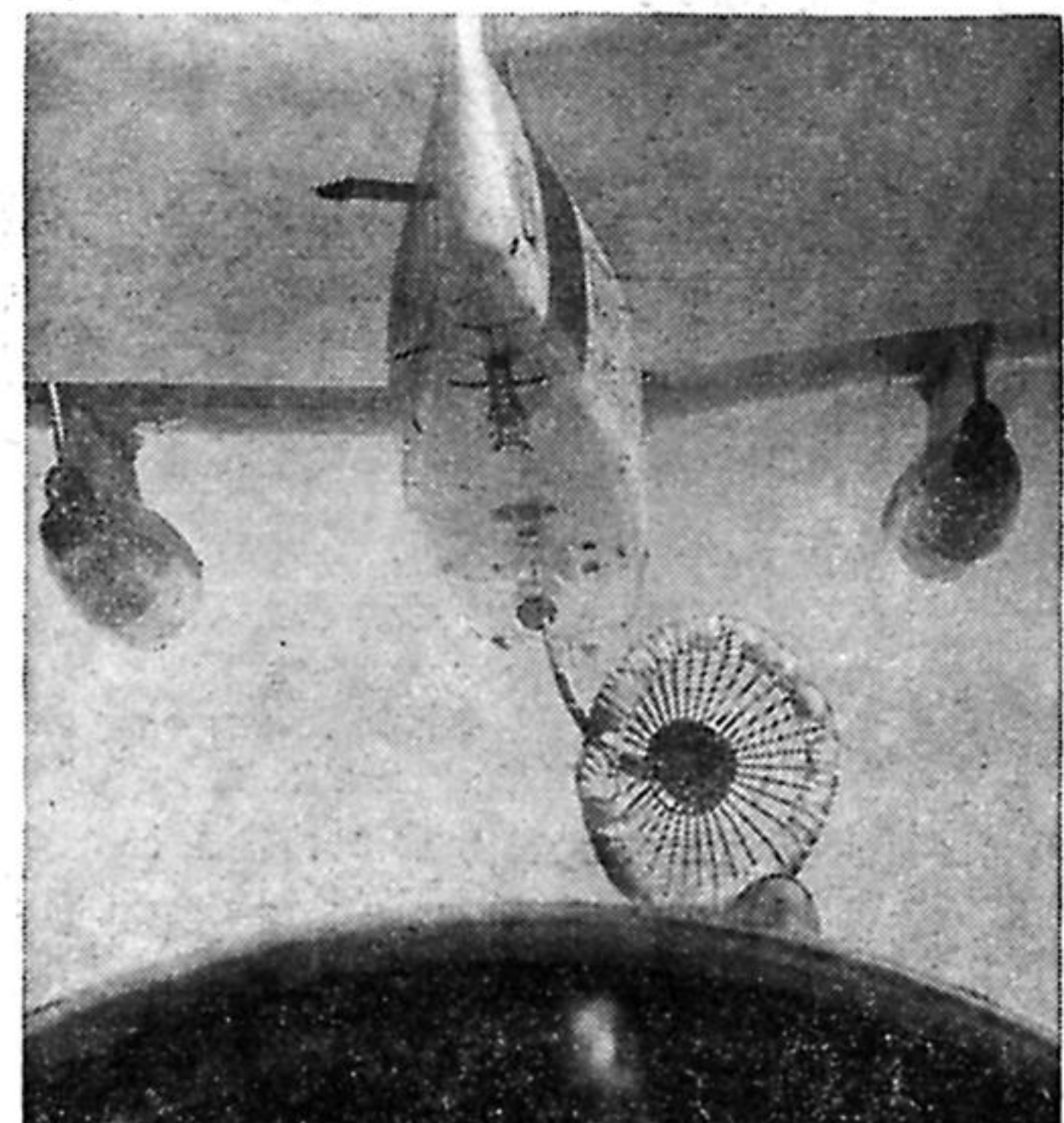
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Getting them



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**FLEET AIR
ARM**

**The Ground
Training**

Four-page feature
special to

Navy News



Rear-Admiral J. K. Watkins, Rear-Admiral personnel to the Flag Officer Naval Air Command

WELCOME RETURN

Mrs. Anne Middleton collects her husband, Lieut. J. Middleton, after a day's flying with 764 Squadron at Lossiemouth, where he is completing the Air Warfare Instructor's course. His aircraft in the background is a Hunter G A II



— and back again

All forms of transport require supporting facilities, but flying demands more than any other means of getting from A to B—except space travel (writes Rear-Admiral Watkins). The efficiency of its ground support determines the ability of the aircraft to take off, perform its mission, return and land safely.

And to provide ground support we need what is known as "ground training."

In this issue we try to show how the ground training for the Fleet Air Arm is undertaken.

To someone who has not been on the inside of aviation, the breadth of this training may come as a surprise. The requirement for skilled men to maintain engines, airframes, electronics, and weapons systems is obvious.

But it does not stop there. Men must be trained in the operation and maintenance of the pilot's equipment—his oxygen supplies, ejection seat, parachute, immersion suit, and "bone-dome"—the very expensive white helmet which has to

be tailored to the individual pilot. The pilot and observer must be trained in the use of this equipment—even to the extent of making practice underwater escapes from a cockpit. Other men must be trained to marshal the aircraft on the flight deck, load it on the catapult, disengage it from the arrestor wires, and move it about in limited and intensively used areas such as a carrier's flight deck and hangar. Men and women are required to forecast the aircraft's environment in flight—the weather. The scope of ground training

is therefore wide, and all stations in the Naval Air Command are concerned with some aspects of it.

The whole is co-ordinated from the headquarters of the flag Officer Naval Air Command at H.M.S. Daedalus, Looe-Solent.

The carrier remains the hub and the source of the striking power of the Fleet till the mid-seventies, and apart from the possible development of vertical take-off aircraft, the Navy is, and will continue to be, one of the largest operators of helicopters in the Free World outside the United States armed forces.

There is, therefore, an assured future for the Fleet Air Arm, which will continue to need first-class teamwork, including the most highly skilled and efficient ground support.

EVEN THE YOUNGEST IS VITAL

The whole effort of ground training is directed to getting the aircraft airborne, to the target and back to base safely.

All Fleet Air Arm ground personnel are thus directly involved in the safety of the aircraft and aircrews, and it is this direct personal involvement which breeds the sense of purpose throughout ground training and support.

This personal responsibility extends right down to the most junior member of the Fleet Air Arm team.

The old saw about "For want of a nail, a horse was lost, etc." culminating in the loss of a war for want of a nail, operates in reverse in aviation.

An unwanted nut left in the cockpit, or even on the runway, can lead to the loss of an aircraft and even lives.

So ground training must do more than develop the technical skills involved in servicing aircraft; it must also develop those qualities of alertness, sense of responsibility and personal involvement which seem so rare outside the Service today.

All the activities of the Air Command combine to produce the team. It would be wrong to say that the attention given to team sport, drama, and a whole range of club activities is coldly calculated as part of ground training; but these activities bring our people together in a relationship which is almost that of a family.

And few families are knowingly indifferent to each other's interests and safety.

The young rating coming into the Fleet Air Arm has two broad lines of career—the Naval Air-

man Branch or the technical branches of air engineering and air electronics/electronics.

As a Naval airman, he will specialise in aircraft handling, safety equipment, meteorology, or photography.

In the technical branches, if he has the necessary qualifications, he can enter as an Artificer Apprentice and be trained to the highest levels of skilled diagnosis and maintenance.

Those not entered as Artificer Apprentices can still reach this standard as Mechanics if they show the necessary ability later.

And all of them have the opportunity to fly if they have the necessary qualities—either as Rating Aircrew in helicopters, or as Pilots or Observers on the Supplementary List of officers.

Until recent years the sea experience and globe trotting of

the Fleet Air Arm has been largely confined to aircraft carriers, but the development of frigates and destroyers carrying a single helicopter has brought a much wider field of sea-going—consequently of overseas visits.

There are many in the Service who hold that the "small ship" life is the only one for them, while some maintain that the big ships have the edge all the time.

The Fleet Air Arm now has the best of both worlds.

Every aircraft flight is an operation of war, involving the lives of aircrew.

It is this constant and exciting operational environment which gives to ground support, and hence to ground training, that personal sense of responsibility and achievement which is so necessary to the full man.

They all met on the way to Daedalus . . .



Basic equipment training for electrical mechanics at H.M.S. Daedalus

CAREERS OF BILL, GEORGE AND JOHN

One afternoon, around tea-time, there could be discovered on Fareham railway station, a small group of ratings. They had just arrived from two different establishments in the Plymouth area, but all had a common destination—H.M.S. Daedalus, situated close to the sea at Lee-on-Solent, some five miles south of Fareham.

Here they were to be trained as air electrical and radio technicians for the Fleet Air Arm.

George and John had left H.M.S. Raleigh that morning after completing their initial naval training, but Bill, on leaving H.M.S. Figgard, had already spent a year of his apprenticeship at that establishment.

On arrival at H.M.S. Daedalus, George and John were introduced to the Mechanics Division to join up with other ratings recently joined from H.M.S. Ganges, while Bill and the other members of his class who had travelled with him from H.M.S. Figgard joined the Apprenticeship Division to continue their training which was to last a further four years.

were under training in the flagship of the Flag Officer Naval Air Command, whose staff are housed within the establishment, thus making H.M.S. Daedalus the headquarters of the Fleet Air Arm.

More specialisation in their trades

The training was going smoothly. George had been selected as a radio mechanic and John as an electrical mechanic, and although at this stage their courses would continue on similar lines, in the future they would specialise more and more into these separate trades.

After 18 weeks, George and John found themselves once more on the train, this time to join operational air stations.

Their artificer apprentice friend, Bill, however, continued with the second year of his apprenticeship.

Towards the end of the third year of his apprenticeship, Bill was able to renew his friendship with George and John, who had returned to take their qualifying course for leading hand, and George once again found himself en route to an air station to join a squadron.

He had been preceded by Bill who had joined the air station for two terms to consolidate his apprenticeship.

John however did not leave at the end of his course. He had been selected as a candidate for mechanic and was to undergo a further two years training at H.M.S. Daedalus designed to make him a skilled technician.

Renewal of their friendship

John renewed his friendship with Bill on his return from his field training to conclude his apprenticeship, the last year being spent at H.M.S. Daedalus with emphasis now being on the particular equipments he was to work on in due course.

He, too, was now a leading

Different from other establishments

H.M.S. Daedalus they found rather different from any of the other training establishments they and their classmates had attended.

Firstly, although the Air Electrical School is the largest of the Fleet Air Arm's training schools, it only accounts for approximately half the activity of its parent station, and so they found themselves at a busy airfield.

They also realised that they

to park them in confined spaces.

Since the school moved to Culdrose in 1959, well over a million miles have been clocked without serious accident, and an average of only three minor scrapes per annum.

This is no mean achievement, considering the size of a three-ton truck or a fire engine in relation to the winding Cornish lanes and the density of the holiday traffic.

CULDROSE HAS A MAN-SIZE TASK

Fire-fighting and aircraft handling are the two main subjects for the Aircraft Handler specialisation of the Fleet Air Arm, and at the R.N. School of Aircraft Handling at Culdrose, there is always "something going on."

During their time with the airman's section, the direct-entry youngsters from Raleigh or St. Vincent, and the juniors from H.M.S. Ganges, many of whom are only 16 are mothered, fathered, and generally directed by their instructors.

This is an important stage in their careers: although closely supervised they must learn to grow up quickly, for it is possible for a schoolboy to be transformed into a qualified Aircraft Handler before he is 16.

HEAVING DECK

This is a sobering thought for anyone who has experienced a heaving flight deck on a black, wet night, surrounded by several roaring monsters, and buffeted by a 30-knot wind.

It is a rapid emergence from the egg.

The trainees are taught practical rescue from burning aircraft, and the use of first-aid appliances. The operation of major fire vehicles is taught at Predannack, where foam can be applied in liberal quantities without undue fuss about the mess.

On the far side of Culdrose airfield is the "dummy deck," with its squadron of Seahawks, Gannets, and other miscellaneous aircraft. The trainees are given practical training on the dummy deck in all weathers and at night, in an effort to get

as near as possible to the real thing.

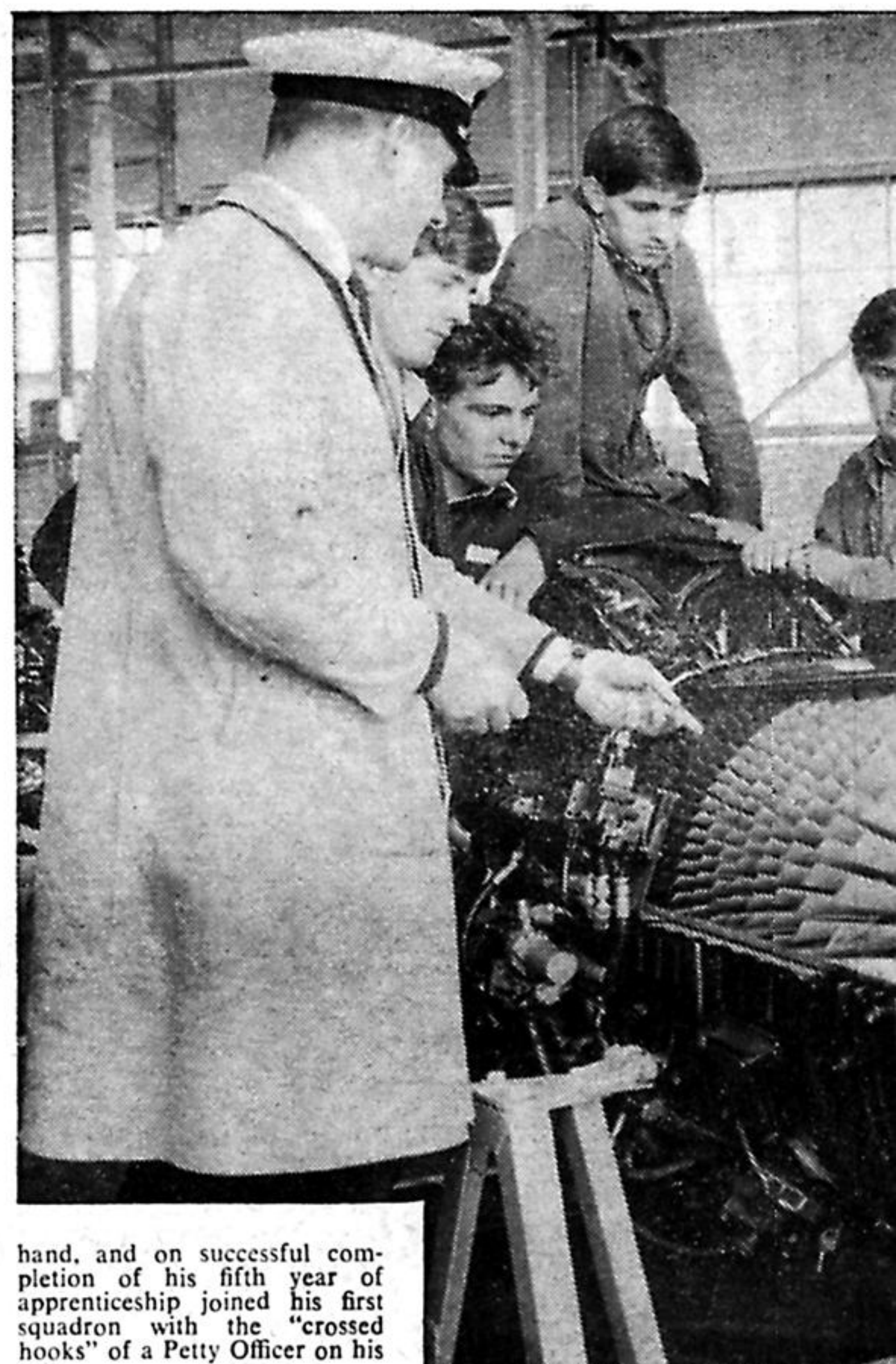
In the Motor Transport School, equipped with 45 pieces of machinery from a Mini to Jumbo the crane, plus several aircraft for towing instruction, the would-be aircraft handlers undertake courses which vary from simple tractor driving to comprehensive instructions in all forms of flight deck transport.

Here the trainees get the feel and eventual ability to move aircraft around obstacles, and



NOT FOR BURNING

Because he is trying out a firesuit at the School of Aircraft Handling at R.N.A.S., Culdrose. The training is part of the programme dealing with rescue from crashed aircraft.



hand, and on successful completion of his fifth year of apprenticeship joined his first squadron with the "crossed hooks" of a Petty Officer on his arm.

This, of course, is far from the end of the story. At about the time that John is due to complete his mechanician training, also to join an air station as a Petty Officer, George can be expected to return to the Air Electrical School to take his qualifying course for Petty Officer.

Over the years all three of our friends can expect to visit H.M.S. Daedalus several more times, either as instructors or to undertake courses.

May qualify as an S.D. officer

Bill and John have one more qualifying course to take, for Chief Artificer and Chief Mechanician, respectively.

Finally, it is more than likely that Bill or John may qualify as a Special Duties Officer, returning once more to the Air Electrical School for a large part of the course.

An account of their Service life would not be complete without the absorbing recreational activities—sub-aqua club, gliding, yachting, rugby, soccer—but all that is a story in itself.

'THEIR LIVES IN OUR HANDS'

The Safety Equipment and Survival Training School, a tender of H.M.S. Daedalus, is situated at Seaford Park, some two miles to the westward of the parent station, and its motto could well be "Their lives in our hands."

The term "safety equipment" describes the items of survival equipment and flying clothes designed to enable aircrew to fly with the maximum of efficiency with a means of escape in an emergency, and assistance in survival after abandoning their aircraft.

It has progressed from the early days of parachutes, kapok jackets, and dinghies to the present-day ejection seats, inflatable life-saving waistcoats, and life-rafts with survival aids.

Flying clothing has been designed for every climate, for example, the lightweight flying overall and the air ventilated suit, a nylon undergarment fitted with lightweight tubing which is connected to an air supply in the aircraft and which allows hot or cold air, as required, to flow over the wearer's body, to maintain a high degree of com-

fort in all temperature conditions.

The immersion suit was introduced to protect aircrew from exposure during the period of cold-water immersion following an ejection over the sea.

The Anti-G suit delays the onset of "blackout," an ever-present risk in today's fast flying aircraft, and the protective helmet (bone dome) affords far more protection than the old-time leather flying helmet.

Microphones, headphones, and oxygen masks give more efficient inter-communication and greater efficiency at altitude.

In short, Safety Equipment has become an integral part of naval aviation, and furthermore, the non-flying seafarers have become interested in the inflatable life-saving equipment, and special life-rafts have been developed for ship emergency use.

The development went from Parsons doctrine goes from instructor to apprentice will go from Condor to the Fleet. The "Power Game" in the Royal Navy initiation into the art of the turbo jet.



NOTHING AFLOAT TOO INTRICATE FOR THE BOYS FROM CONDOR

Arbroath's 'mangle' wizards

Wide range of technical skills

H.M.S. Condor, otherwise known as the Royal Naval Air Station, Arbroath, trains the whole range of mechanical sub-specialisations of the Air Engineering Branch, and the 5,000 serving members of the branch have, at some time or another, studied there.

Condor's highly skilled products are the men who keep the Fleet Air Arm engines turning, make good the Divine (climatic) or human-assisted ravages upon its airframes, and ensure that the multitude of other mechanical complexes, ranging from altitude conditioning systems to ejection seats, function correctly.

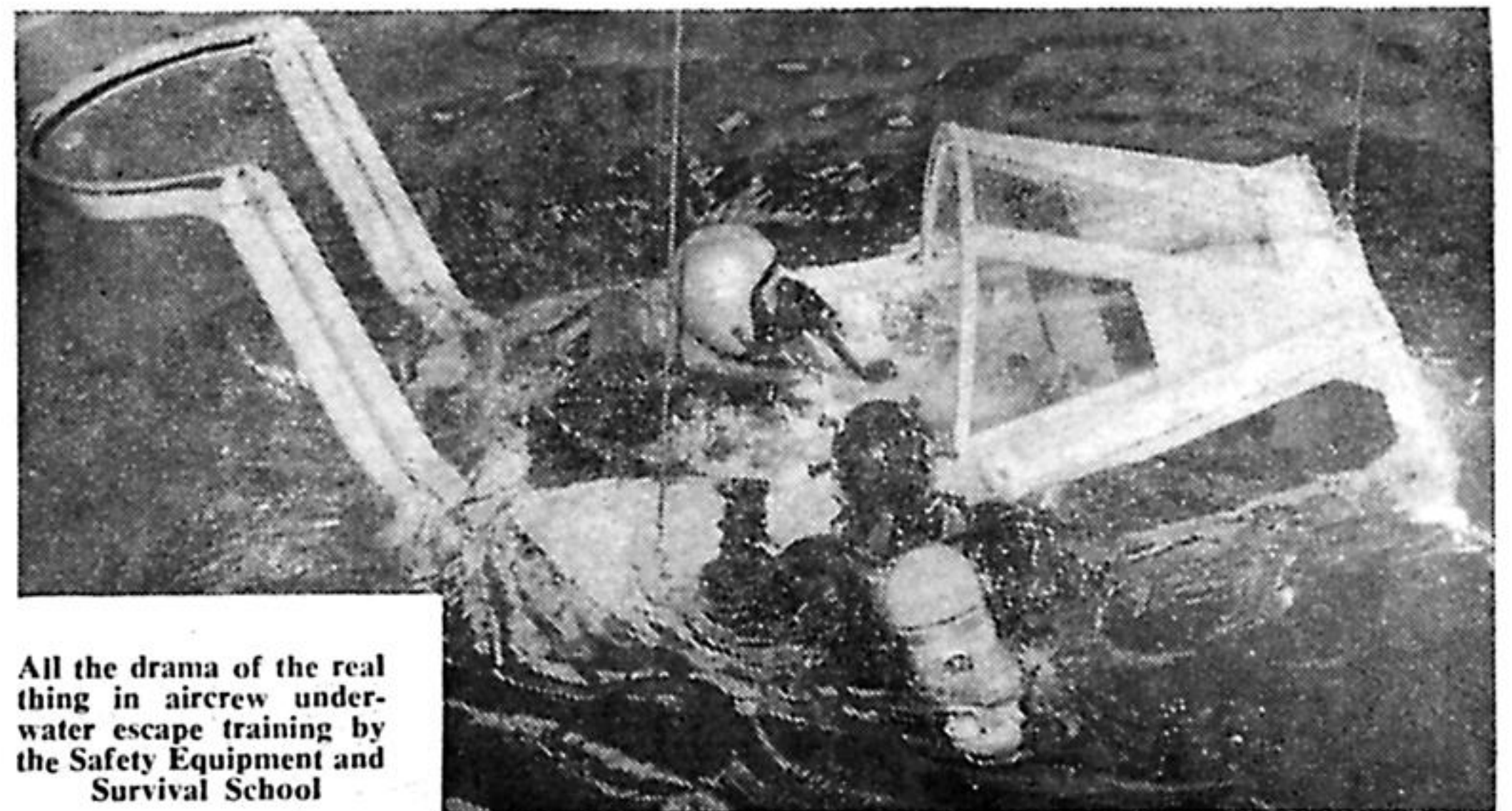
They carry the responsibility for the fuelling and arming of aircraft, and for fast turn-round inspections in the noisy, exposed conditions of the carrier flight deck.

Wide range of technical skills

Along the line of mechanical activities, right down to securing aircraft against heavy weather, the men concerned are Arbroath trained.

A wide range of technical skills is required for these tasks, and the engineering categories and training are planned to meet the requirement with the utmost economy.

The newly trained Naval Air Mechanic may be employed in the routine servicing, replenishment, and lubrication of aircraft. As he progresses through the Leading Rate to Petty Officer Air Fitter and Chief Air Fitter his further training and experience enable him to take charge of more complex servicing and maintenance, and the



All the drama of the real thing in aircrew underwater escape training by the Safety Equipment and Survival School

replacement of major components.

Those mechanics who show the necessary aptitude and potential are selected for further training as Aircraft Mechanics who, with the Aircraft Artificers, are the technicians who diagnose aircraft maladies and the craftsmen who administer the remedy.

The Aircraft Artificer joins Condor as an apprentice after one year's training at H.M.S. Figgard.

His three-year training at Arbroath, with a year's "sandwich" practical experience at an air station, are the root from which the unique abilities of the Aircraft Artificer stem.

Anyone who has seen the intricate assembly jobs performed by these apprentices, or more particularly, the way in which the Aircraft Artificer afloat can rebuild a mangled aircraft, can be in no doubt about the effectiveness of their training or their technical ability.

And in private life, their adroitness at a bit of panel beating or reviving the dying horses in a car engine must

make them the most sought-after neighbours in the community.

The retention of the W.R.N.S. after the Second World War ensured that the Royal Navy was no longer a monastic service; but Condor goes a step further in the integration of Wrens into the naval community—it is co-educational.

Wrens train alongside the Naval Air Mechanics, and are employed in similar duties at Naval Air Stations.

The "mates" are now mechanics

However, it is perhaps fitting that their somewhat equivocal title of Pilot's Mate should have been dropped in favour of the more prosaic but more accurate appellation of Wren Air Mechanic.

After Pilots' Mates, it seems natural to broach the subject of husbandry, aircraft husbandry—the task of combating corrosion in aircraft.

That most intricate piece of machinery, the Fleet Air Arm

airplane, spends a large part of its life in a salt-laden environment to which is constantly added the sulphurous residue from funnel smoke.

This had always been recognised as a hazard, but the new tactics and the new materials introduced in the second generation jets of the 1960's, produced a new, built-in source of corrosion.

The prolonged hovering of helicopters over the sea in anti-submarine tactics is almost worse than totally immersing them in salt water.

Starting early in this decade, the Fleet's aircraft were beginning to return to dust on the flight decks.

From this realisation, aircraft husbandry was born. A section was set up at Arbroath to give training in the subject, and it now forms a part of all career courses, all Special Air Maintenance Courses—the Fleet Air Arm equivalent of pre-commissioning courses—and a special course now teaches husbandry as a subject in its own right.

Graduates have happy memories

The somewhat bleak climate of Angus and the comparative isolation of H.M.S. Condor may not be everyone's cup of tea.

But the combination of learning a worth-while job, and the unparalleled opportunities for outdoor recreation—to say nothing of a generous acceptance by the local community—leave a warm memory of their time in H.M.S. Condor with all her graduates.

Met. school trainees

The need of a pilot for precise and detailed information of the weather over a particular route or area calls for a professional meteorological service, and the primary function of the School of Meteorology at Culdrose is to train the officers, ratings, and wrens required to man this service for the Navy.

The technique of forecasting is simple—in theory—but not in practice. Changes in speed, mood, and intensity of weather occur with startling rapidity, and it calls for a considerable amount of scientific observation, deduction, and experience to spot the changes in advance.

It takes 22 weeks to train a forecaster, and he could not do his job without the help of the Met. ratings and Wrens who plot all the information on the weather maps.

ns to Whittle in the years before—the entice in the years of training—the ex- fect in the years to come. Naval Air Engineering Schools means aero engine.

Smoothing 'Drafty' bumps

With the advent of Positive Drafting and the abolition of the three-year tenancy rule for married quarters, "Drafty" is at last able to begin to smooth off the bumps in the drafting cycle, which many must have felt ran on square wheels.

When practicable, men due for sea are first sent to gain experience on the aircraft type with a second-line squadron for 18 months.

Families will be settled in at the parent station in this period, and any special courses the husband requires will be given at the beginning, so that he is not moving around the country just before going to sea.

These training courses are also in process of being moved to the parent stations, so that in many cases no separation will be necessary at all.

SAME QUARTERS

After his second-line tour, the husband will normally go to a front-line squadron of the type of aircraft with which he has been serving, and his family can then continue in the same quarter while he is away at sea.

In order that front-line experience may be available to new people coming along, a proportion of men are required to return from the front line to the parent station for a further second-line tour.

It is hoped and expected that enough volunteers will be forthcoming to make this a drafting preference. By volunteering they will be extending their "one station" service to six or seven years or longer.

The slowing down of the drafting tempo means fewer moves. Families may find roots in a locality and volunteer to remain there, and the advantages to children of a steady six or seven years at the same school are great.

MUSEUM RE-OPENS

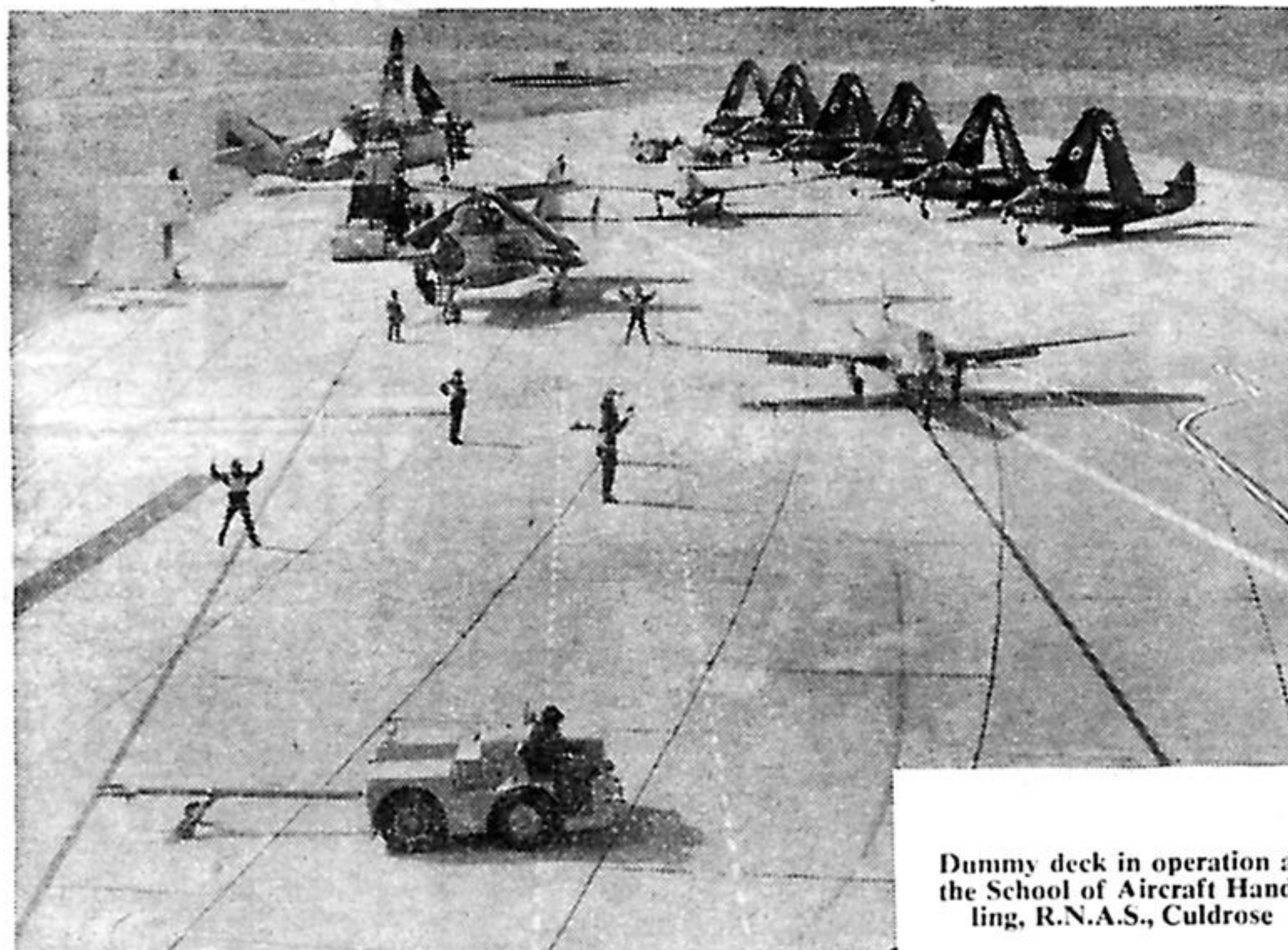
The Fleet Air Arm Museum at R.N. Air Station, Yeovilton, opens for the 1967 season on March 17. Admission and car park are free.

THE WRENS

She is probably a dab hand at purl and plain, but Leading Wren Penelope White can also wield a nifty spanner.

The Fleet Air Arm has the unique technical categories of Wren Air Mechanic and Radio Electrical Mechanic. From the latter, selected Wrens can become officers.

Ground training would be much less interesting without the Wrens, who take a full share in station activities, and undoubtedly enjoy life in the Air Command



Dummy deck in operation at the School of Aircraft Handling, R.N.A.S., Culdrose

AIR MED. SCHOOL'S AID TO AIRCREW

Underwater escape from aircraft is taught in a tank in H.M.S. Vernon, after preliminary training in underwater oxygen breathing in a smaller tank at the Air Medical School.

Another function of the School is the High Altitude Selection Test (Hast). Above 25,000 feet, man is liable to decompression sickness (the

"bends"). Some people are more susceptible than others, so all potential fixed-wing aircrew are tested in a decompression chamber before starting their flying training.

Over 3,000 men have had this test, and much information on decompression sickness has been yielded.

Over the years, the school has undertaken research into problems such as exposure suits, life-rafts, solar stills, and survival rations and, more recently, survival times in cold water.

'...come out to play'



Gliding, sub-aqua club, ski-ing, yachting, and traditional sports are among the recreational attractions at Air Command stations.

AIR COMMAND LIFE HAS MUCH TO OFFER

Ground Training in the Naval Air Command is not confined to the classroom—a not inconsiderable amount goes on in the gyms and on the playing fields, and with equal intensity and results.

The Naval Air Command currently holds the inter-command hockey, basketball, and novices' boxing championships. The senior rugby 15 has not lost a game this season, and has beaten U.S. Portsmouth and the Royal Marines.

The Colts rugby 15 won the inter-command championship in October for the second year running. The H.M.S. Daedalus rugby 15 holds the Portsmouth Command Championship.

The sporting enthusiast can

apply to join the Fleet Air Arm Field Gun Crew, which competes at the Royal Tournament annually. Last year it swept the board and produced a new fastest time ever.

It isn't given to everyone to play in championship matches, but everyone who wishes can indulge in the sport of his fancy, even to all-in wrestling.

There has been no demand for "Knurr and Spell," but if enough Yorkshiremen are keen, there is plenty of space for them to get on with it.



From the mountaineering clubs at Arbroath and Lossiemouth have developed highly trained volunteer mountain rescue units, always on call and always ready.

These teams have turned out in all weathers, more often than not to have, as their only reward for hours of exertion and exposure, only the knowledge that they have thoroughly covered their allocated search area.

But more than one casualty of the Scottish mountains owes his life directly to their efforts.

UNDERWATER SEARCHES

The Sub-Aqua clubs at several stations are regularly called upon by the local fishermen to help free fouled screws or to find lost gear, and even by the local police to assist in underwater searches.

Bridge building over Scottish streams, clearing a stretch of the Kennet and Avon canal, restoring mountain bothies to make Exped. centres, or searching for the wreck of H.M.S. Association, Sir Cloudesly Shovel's flagship in the Scillies—all help to develop that self-reliance and communal responsibility which are essential to ground training.

Try one of everything

Lossiemouth Wives' Club members sample each other's cooking at their weekly get-together



FACILITIES GEARED TO THE FAMILIES

Most of the stations of the Naval Air Command are away from the bright lights and depend upon their own resources to provide the vital recreational and welfare background to their working day. And well provided for this they are, too.

The remoter stations are towns in themselves, providing such things as N.A.A.F.I. shops,

Pony Clubs, bowling alleys, and indoor sports arenas—even kindergartens for children below school age.

All air stations have licensed clubs which are open to wives and girl friends in a free-and-easy atmosphere.

The wives' clubs provide introductions for newly joined

families and, with the greater stability coming from positive drafting and from the option to retain a quarter on the station when the husband goes to sea, provide a continuity of friendships and contacts.

In all these activities there is a "do-it-yourself" element which is stimulating, and far more satisfying than "growing into a cabbage" in front of the "telly."

WHAT'S THE BUZZ?



Naval picture prize-winners

Winner of the Peregrine Trophy photographic competition for 1966 was CPO (A) (Phot.1) D. J. Evans, of R.N.A.S. Culdrose, and he received his award from the commanding officer, Capt. I. G. W. Robertson, at a ceremony held at the station.

Class winners were as follows:

Trade Activities.—1. CPO(A)(Phot.1) D. J. Evans, R.N.A.S. Culdrose; 2. NA(Phot.1) A. McNee, H.M.S. Drake; 3. CPO(A)(Phot.1) R. A. Pugh, H.M.S. Hermes.

H.M. Ships.—1. LA(Phot.1) L. Larcombe, H.M.S. Hermes; 2. LA(Phot.1) W. J. McRobbie, H.M.S. Fulmar; 3. LA(Phot.1) W. J. McRobbie, H.M.S. Fulmar.

R.N. Aircraft.—1. CPO(A)(Phot.1) R. A. Pugh, H.M.S. Hermes; 2. PO(A)(Phot.1) B. A. Gentry, H.M.S. Hermes; 3. LA(Phot.1) L. Larcombe, H.M.S. Hermes.

Recreational Activities.—1. LA(Phot.1) L. Larcombe, H.M.S. Hermes; 2. LA(Phot.1) K. F. Rushby, R.N.A.S. Culdrose; 3. NA(Phot.2) P. Sellars, H.M.S. Daedalus.

Ceremonial.—1. NA(Phot.1) A. McNee, H.M.S. Drake; 2. CPO(A)(Phot.1) R. A. Pugh, H.M.S. Hermes; 3. CPO(A)(Phot.1) R. A. Pugh, H.M.S. Hermes.

Free Subject.—1. LA(Phot.1) P. Yockney, H.M.S. Heron; 2. PO(A)(Phot.1) B. Gentry, H.M.S. Hermes; 3. NA(Phot.2) A. Chadwick, H.M.S. Hermes.

Colour Transparencies.—1. LA(Phot.1) L. Larcombe, H.M.S. Hermes; 2. NA(Phot.2) E. Thompson, H.M.S. Excellent.

Home Fleet addition

As from February 1, the frigate element of the Fishery Protection Squadron became part of the Home Fleet.

The move is designed to give greater flexibility to the resources of the Home Command, and will not affect the level of inshore or distant water patrolling.

The coastal minesweepers of the Fishery Protection Squadron, which carry out the inshore patrols, become part of the command responsibility of the Captain, Mine Counter-measures, and he now has the additional title of Captain, Fishery Protection.

CPO D. J. Evans, whose airborne helicopter wheel-change won him the Peregrine Trophy. Below is another class-winner by LA L. Larcombe—a pop group entertaining aboard H.M.S. Hermes.

and 'Pop goes the Navy'



ROOKE PARTY'S TEN DAYS "AWAY FROM IT ALL"

An officer, six wrens and three ratings of H.M.S. Rooke (Gibraltar), recently spent 10 days "away from it all." 8,000 feet up in the Sierra Nevada mountains. A new semi-luxury hotel, 1,000 feet below them, and two inns close by, were the only buildings to be seen for miles around.

Lieut. Michael Clarke and his party stayed at the Albergue Universitario, a fairly modern mountain inn originally built as a university hostel, in the mountains about 25 miles south-east of Granada, Spain.

The object of the exercise was to learn to ski, but when the party arrived, travelling in a hired coach from Algeciras, they found that no snow had fallen for two months. This didn't matter very much, for beginners do not need wide expanses of snow on which to go through their first faltering motions on skis.

A ski instructor was engaged and slowly, and often rather painfully, the elementary principles were learnt.

STORMBOUND

Three days after their arrival the party had the best of two days in which to lay up their weary and somewhat confused limbs, while icy, sleet-ridden winds swept fiercely over the mountains.

With the winds, however, was the snow, and the moment the weather cleared, the lessons were resumed and progress began to be made apace. The snow was now a pleasure to ski on and the sun shone brilliantly from an azure sky.

Each day's skiing was exhausting and the evenings were spent quietly in the Albergue, where facilities, though not

lavish, were pleasantly homely. Indeed, at very modest cost, the party were well fed and comfortably accommodated.

NIGHT IN GRANADA

On the way back to Gibraltar the party spent a night in Granada, finding time to witness some gypsy and flamenco dancing.

In addition to Lieut. Clarke, whose home is in Glastonbury, the party consisted of LM(E) Evans of Orpington, REM John Walker (Ashton-under-Lyne), REM David Edmunds (Solihull), POWren Stephanie Marshall (Ilford), LWren Cherry Todman (Shrewsbury), LWren Judy Craggs (Kendall), LWren Karen Baker (Blaxall), Wren Dee Paynter (Lytham St. Anne's) and Wren Marilyn Middleton of Dover.

New Leander keel laid

The keel of the Leander class frigate to be named *Charvdis* was laid at Messrs. Harland and Wolff's Yard, Belfast, on January 27.

The number of this class, in commission or building, is 21.

The last of the class, which will be named *Scylla*, is expected to be laid down at Devonport shortly.

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WITH PROTECTOR IN THE FALKLANDS

During H.M.S. Protector's present season in Antarctica, one of the ship's two helicopters landed on the barren, rocky Elephant Island in the South Shetlands, and located the camp at Point Wild, used by Shackleton's party in 1916.

It was from Point Wild that Shackleton made his amazing journey to South Georgia to effect the rescue of his ship-mates.

No relics were found, except a board left by the Chilean patrol vessel *Piloto Paedo*, which visited the spot in 1966—the 50th anniversary of the rescue.

A solitary penguin and a seal formed a "reception committee" for the helicopter and its crew.

BIRD PARADISE

Twenty men were ferried ashore by helicopter to Beauchene Island while Protector cruised nearby. This island, 60 miles south of the Falklands, is a "bird paradise," thousands of penguins using it as a nesting spot.

The penguins were unperturbed by human presence—though they established a 20 ft. clearance between the helicopter and themselves.

Those who visited the island also saw a sight which not one person in millions can claim—a nesting albatross.



On Beauchene Island, the "bird paradise" 60 miles south of the Falklands, L.A. D. Brown holds an albatross.

Only Med. 'carrier'

Long sea journeys, or visits to foreign ports, are not usually associated with Boom Defence Vessels, yet H.M.S. Layburn, commanded by Lieut.-Cdr. G. N. Teague, R.N., the only B.D.V. in the Mediterranean and Middle East, visited 22 different ports in 22 months.

Travels have ranged from Messina to Mombasa and from

Libya to the Lebanon, and the ship's duties have been varied, apart from her normal mooring tasks.

Those on board say that the ship is the only aircraft carrier permanently based in the Mediterranean. Her aircraft are small, but then, what other carrier has a portable flight deck and allows other ships to shoot at her aircraft?

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NAVY MEN GET AWARDS FOR BRAVERY

The Stanhope Gold Medal for Bravery has been awarded to former CPO Charles Greengrass, for his exceptional courage and resolution in rescuing a man who had been swept out of a swimming pool in Malta by heavy seas.

Charles Greengrass, a member of the crew of M.F.V. 256, jumped overboard and for 15 minutes supported the man, who was incapable of helping himself in the turbulent seas. On three occasions both men disappeared, but on each reappearance the man was still supported by his rescuer.

DIVING DRAMA

Mr. Greengrass left the Navy in November and is now work-

ing in Malta. A married man, he has two teenage sons.

Although his own breathing apparatus was broken, LS Trevor Anthony Luter, of H.M.S. Iveston, dived down 70 feet to free an unconscious frogman who was trapped.

Navy aid in rescue

Just after midnight on January 27 H.M.S. Lynx, on patrol off Beira, received a distress call from the Portuguese ship Trident that she was sinking.

Lynx at once steamed at high speed for the spot and the commanding officer, Capt. J. G. Jungius, at once instituted a search of the area. In this Lynx was joined by H.M.S. Falmouth, the R.F.A. Tidereach, an R.A.F. Shackleton, two Portuguese frigates and Portuguese aircraft.

During the day Falmouth sighted a lifeboat and this was investigated by one of the Portuguese frigates, the *Alvares Cabral*. The latter in due course informed all concerned that she had recovered all the survivors.

Subsequently, the Portuguese Naval Attaché in London, Cdr. L. A. G. Cardoso, called on the Vice-Chief of Naval Staff, Vice-Admiral Sir John Bush, to present the thanks of the Portuguese Chief of Naval Staff and his Government for the assistance rendered by the Royal Navy in the rescue of the Trident's crew.

H.M.S. Miner III, diving tender and exercise minelayer to H.M.S. Vernon since 1951, paid off on February 22.



Chief Wren Murrell

Chief Wren A. E. R. Murrell, of Cymmer, South Wales, who was awarded the B.E.M. in the New Year Honours List, entered the W.R.N.S. in May, 1943, as a Wren cook (O).

For three and a half years she was the cook on the First Sea Lord's staff.

At present she is in charge of the W.R.N.S. officers' galley at H.M.S. Dauntless.

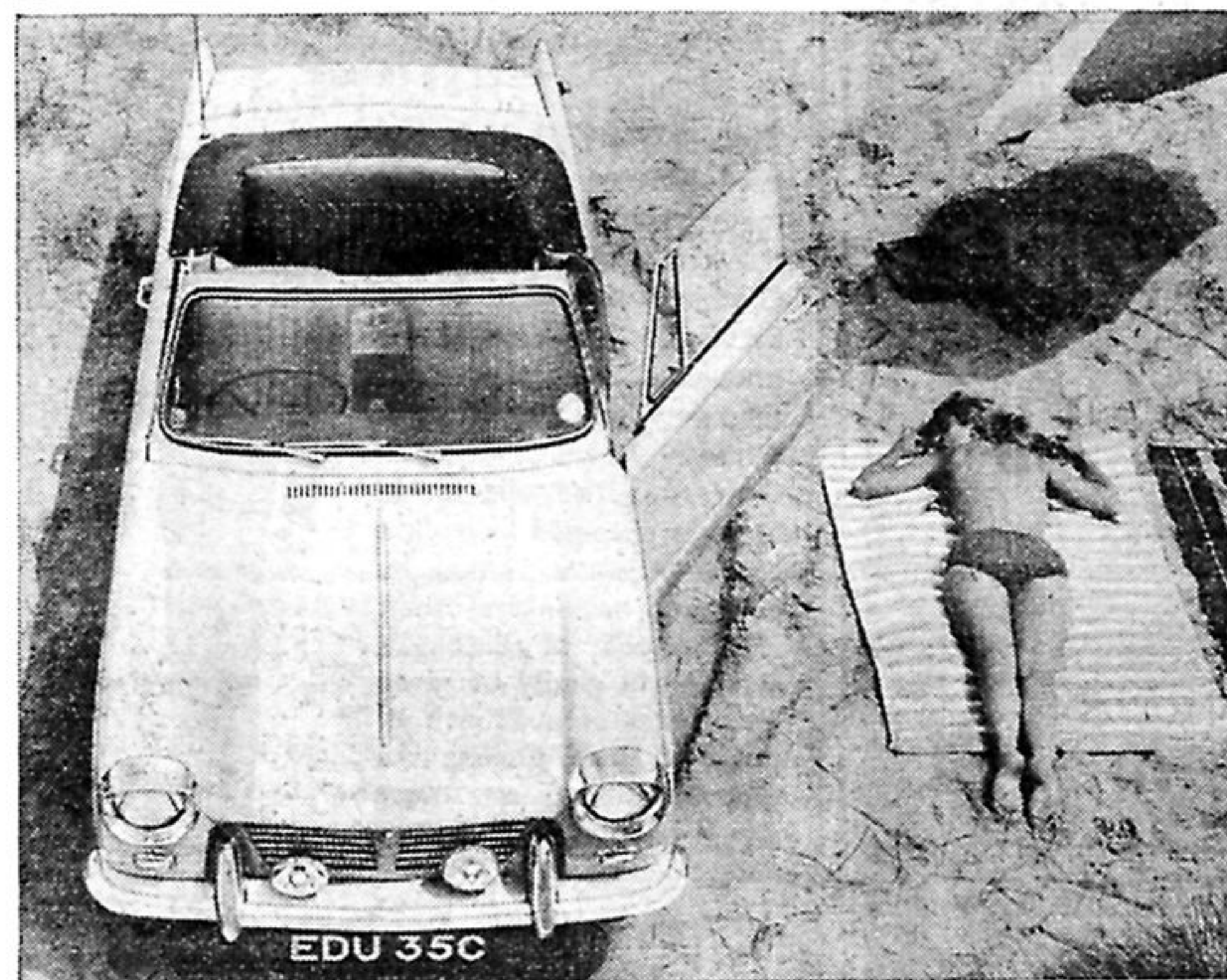
DETENTION FOR NAVY BOXER

At a court martial in R.N. Barracks, Portsmouth, on February 9, AB Clifford Field, an ex-Navy heavyweight boxing champion, admitted offering violence to Cdr. E. H. Lee, Commodore of the Barracks.

He also pleaded guilty to attempting to strike the Commodore.

Field was sentenced to 12 months' detention and deprivation of a good-conduct badge.

H.M.S. Laleston, commanded by Lieut. R. S. C. Robinson, R.N., is to replace H.M.S. Minter III as the diving training tender to H.M.S. Vernon.



The model on the left is the Herald 1200 convertible-suntrap on wheels. The model on the right is just a model.

Why the topless Herald has a chassis, too.

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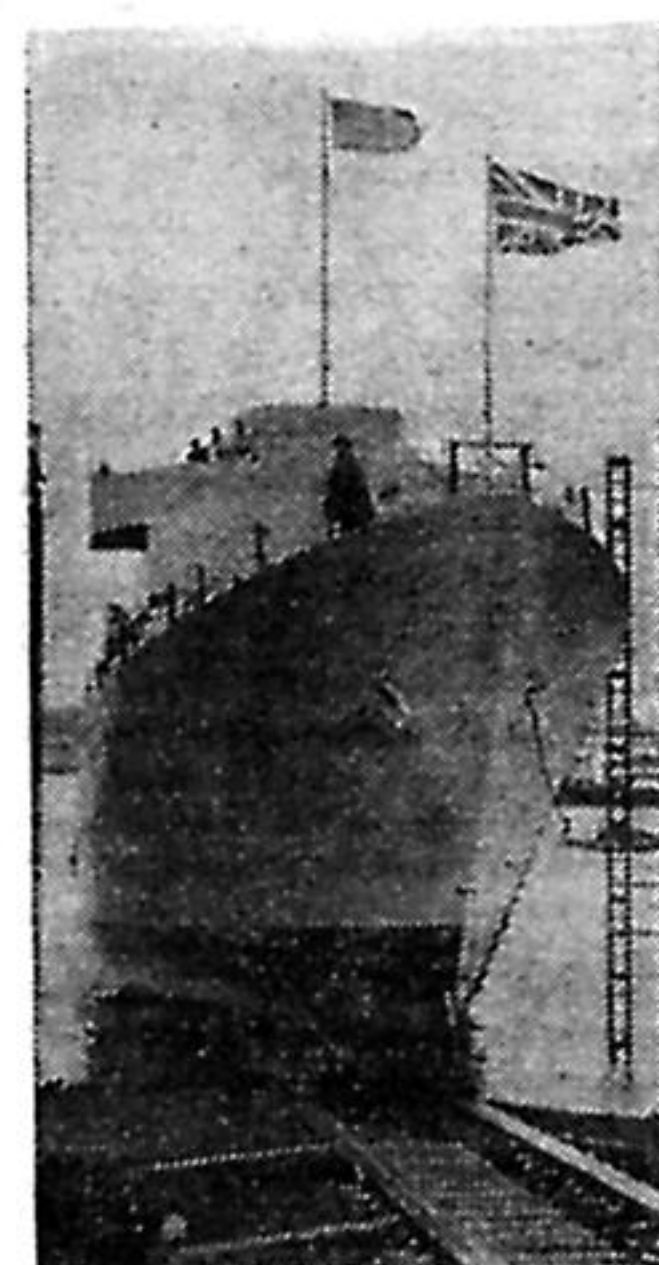
LAUNCH OF ABDIEL

Lady Hopkins, wife of the Commander-in-Chief, Portsmouth, launches the new exercise minelayer *Abdiel*, at the Vosper-Thornycroft yard at Woolston, Southampton. The yard has the contract for two fast destroyers for Iran. Two others for the same country are to be built at the Vickers yard, Newcastle-on-Tyne.

Vernon frogman's narrow escape

While searching for a Fareham girl who was drowned in the River Meon at Titchfield on February 4, AB W. Swinfield, a member of a team of frogmen from H.M.S. Vernon, almost lost his life when he was trapped, and his oxygen mask was ripped off. PO T. King gave the kiss-of-life, and Swinfield was taken to Haslar Hospital, where he recovered.

The amount required for the pay of the Royal Navy for the year 1967-68 is £97,456,000.



Home town call

H.M.S. Olympus, the "O" class submarine, commanded by Lieut.-Cdr. G. A. S. Paul, R.N., visited Hartlepool from February 9 to 12. One man on board, EM Michael Kirk, has 21 immediate relations, and a total of about 200 family connections in the area.

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**The 'News'
Diary**

WRENS IN CAPTAIN'S QUARTERS

Leading Wren Paula Towell, aged 22, from Bletchley (Bucks), and Wren Pamela Breese, aged 20, from Battle (Sussex) relax in the elegant splendour of the captain's harbour quarters on board H.M.S. Hermes.

Paula (seen on the right) and Pamela were specially embarked for secretarial and clerical duties with a board of inquiry, and spent five days in H.M.S. Hermes at sea in the Mediterranean.

Since the Captain, Captain Terence Lewin, lives close to the bridge while at sea, what better place could the girls have in which to sleep and eat than his harbour quarters in the stern of the ship.



Famous action remembered

Survivors of 825 Squadron who carried out the attack on the Scharnhorst, Gneisenau, and Prinz Eugen, were honoured at a dinner held in the wardroom, H.M.S. Daedalus, on January 26—the 25th anniversary of the action.

The squadron's commanding officer, Lieut.-Cdr. Esmonde, was awarded a posthumous V.C., and none of his aircraft returned.

There were, however, five survivors of the action (three of them shown in the picture here). A fourth, R. M. Samples, is serving with the British High Commission in New Delhi, and the fifth, Lieut.-Cdr. Rose,

RNVR, was killed later in the war.

Kingsmill and Bunce, until the dinner, had not seen each other since two days after the action.



Lieut.-Cdr. Pat Kingsmill, RNR, who was a pilot; Lieut.-Cdr. Edgar Lee, RNR, an observer, and Donald Bunce, a telegraphist air gunner, pictured in their normal crew positions. They were not, however, in the same aircraft, but formed part of two crews

Wants to join the 'Army' Band

Learning to play the trombone with a view to being accepted into Gosport Salvation Army Band is Naval Airman (Photographer) Michael Anthony Rowsell, serving in H.M.S. Daedalus, the Fleet Air Arm training establishment at Lee-on-Solent.

Michael, who is 20, is the youngest son of Mr. and Mrs. P. A. Rowsell, and joined the Navy at the age of 15 in 1962. Mr. Rowsell, who was also in the Naval Photography branch, has two other sons, one in the Royal Artillery and the other serving with the Fleet Air Arm in Malta.

The trombone playing is an extension of Michael's Salvation Army interest. He already sings with the Songster Brigade.



Michael Rowsell

Their double interest



Representatives on the Royal Navy stand at the Boat Show included this 28-year-old Petty Officer from H.M.S. Dryad and his 24-year-old Wren opposite number, from the same establishment. They are both radar plot instructors and sailing enthusiasts. They are also husband and wife—Mr. and Mrs. Roger Everett. They are staying in the Service, which they find interesting and remunerative. Roger's parents live at West Bridgford, Nottingham, and his wife's at Blofield, Norfolk.

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Name (Block Letters) _____

(b) Address for reply (Block Letters) _____

7. Date _____

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It's as well that these identical twins wear different uniforms and do different jobs, for the ship's company, not to mention the rum bos'n, of H.M.S. Mohawk, might otherwise have difficulty in telling them apart.

They are AE App Stephen Gregory Byrne and AB Paul Brendan Byrne, who hail from Bradford. Stephen is the elder—by 20 minutes. Both are Queen's Scouts.



NATIONAL COUNCIL DISCUSSES SUBSCRIPTIONS H.Q. 'must' — 10s. each

Onus on branches

Following the extraordinary general meeting of the association, at which a resolution was carried "suggesting that the National Council withdraw the increase of 10s. in the annual subscriptions," the National Council met in London on February 18.

Before the Council was a summary of the proceedings of the extraordinary meeting.

Afterwards "Navy News" was informed that the Council considered both the resolution and the various suggestions made during the extraordinary meeting for reducing expenditure or raising funds.

Decisions have been taken on some of these, but others—such as the possibility of transferring headquarters to a Service building—are still being examined.

NO PARADE

One immediate result of the Council discussions is the abandonment of this year's parade, which is normally held on the afternoon of the annual reunion.

The reunion, arranged for November 4, will still be held. Even if there is a loss, it is unlikely to exceed the surrender of the deposit already paid for booking the Festival Hall.

The future of both functions is under consideration, and the National Council will be placing proposals before the annual conference in September.

Royal Naval Association

An urgent problem for the National Council was a decision on the subscriptions for this year. Having regard to the views expressed at the extraordinary meeting, and bearing in mind that nearly two months of the year have already passed, the Council decided that the membership subscription should not be raised this year above the level of the 10s, which has been in force since 1963.

SERIOUS POSITION

In view, however, of the serious financial position of the association, the Council felt that they must ask for the whole of this sum to be paid to headquarters.

This means that branches will need to raise whatever further subscriptions they need to meet branch expenditure.

Out of the 10s. per member received from the branches, headquarters will make available a capitation payment of sixpence to areas, this being on much the same lines as in past years.

The Council will be emphasising to branches that, even allowing for the increased income due to headquarters as a result of the decisions reached, the deficit for 1967 is likely to be substantial. It will have to be met by further savings or some form of fund raising.

The statement to "Navy

News" explained that in branches where the subscription has already been paid at the rate of 20s. a head, some repayment will be necessary to members. In such cases headquarters will repay branches any excess received over the 10s. per head.

Branches which collected subscriptions at the old rate and sent 7s. 6d. a member to headquarters will be asked to make a further payment of 2s. 6d. each.

The National Council are still considering what should be done about the subscription rate for 1968 and onwards, and the outcome will be dependent to some extent upon the possibility of further economies, and on the success of fund-raising efforts.

The Council intend to promulgate to areas and branches the conclusion they reach on this subject, and well in advance of the conference in September.

Admiral Sir Frederick Parham (President) presided at the Council meeting, which was also attended by Admiral Sir David Luce, a newly-appointed vice-president.

Record number at Purley meeting

A record number attended the first meeting of the Purley branch when everything—from sandwiches to annual subscriptions—was discussed.

It was obvious that the report of the secretary, to the effect that the National Council was going to think again about the rate of subscriptions, pleased everyone.

On the social side, it was reported that the monthly functions were a great success, and were to continue. The branch was to hold a dinner and dance in April.

Membership increased by 15 last year. The organising of visits to other branches was much appreciated by the members, and it is hoped to visit other branches in the near future.

Horley branch in rough water

During the annual meeting of the Horley branch on February 4, the secretary said that although, for a small branch, it was very much alive, he felt that unless more members were recruited, the branch would founder.

The branch was virtually "broke" and, with so few members, there was not much chance of raising funds.

The branch chairman, Shipmate R. Giles, reported to the meeting on what he had learned at the area meeting and at the special meeting held on January 21 (reported in the February issue of "Navy News").

Naturally there was considerable discussion on the subscription issue, and the feeling was that the 10s. ought to be ample.

The branch president, Shipmate Capt W. F. C. Wreford, expressed the view that the cost of the annual reunion should be reflected in the cost of the tickets—all those attending helping to defray the actual cost of bands, artistes, and entrance fees.

Shipmate D. N. Nice, branch treasurer, suggests that the serving officers and men should join the association. They would find a real welcome in every branch.

In a recent fire in Horley, involving one of the branch's oldest members, Shipmate A. Wickens and his wife, both of whom are over 80, the Vicar of Horley, who is branch chaplain, opened his home to them until Alf's home was put in order. This action was much appreciated by all the members.

New premises for Leamington

Record attendance, record funds, increase in membership, and negotiations for club premises—these were some of the facts revealed during a long annual meeting of the Leamington Spa branch.

The secretary, however, stated that the branch had a hard year in front of it. The move into its own headquarters would bring its own problems, and there were new money-raising schemes to be considered, and worked for. He expressed the hope that all old members would return to help.

Shipmate George Beckford, who had given nine years' loyal and hard work to the branch, felt he had to retire. He was honoured by being made a vice-president. Shipmate G. Rainbow replaces him as chairman, the new vice-chairman being Shipmate J. Littleton.

The president, Shipmate Surgeon-Lieut. J. C. Basil Jones, thanked all the shipmates for the hard work they had put in during the year, and hoped that the annual dinner, to be held in March, would be as successful as the annual meeting had been.

No. 10 Area to hold reunion

No. 10 Area of the Association is putting on its own reunion this year, and it will coincide with the visit of a warship to Merseyside for the Battle of the Atlantic celebrations.

The date is May 4, and the reunion will take place in the Widnes R.N.A. Club.

Liverpool is hoping to open its own club in the near future, and the branch has a standard to be dedicated. The date of the ceremony will be announced as soon as it is known. Wilmslow is dedicating its Standard shortly, and Rhyl will hold their dedication ceremony on June 4.

No. 10 Area Standard Bearer's competition has been won by Shipmate W. E. Raffle, of the Liverpool branch.

'Real swinger' at Christchurch

When the Christchurch branch held its first annual dinner and dance on January 27, the guests of honour were Admiral Sir Wilfrid and Lady Woods. Admiral Woods was Commander-in-Chief, Portsmouth, 1963-66.

Our correspondent reports that the dinner, which was followed by dancing and a social evening, was a "real swinger."

APPOINTMENTS

Vice-Admiral H. C. Lyddon, a Supply and Secretariat Specialist, is to be the President, R.N. College, Greenwich, in May, 1967, in succession to Rear-Admiral P. U. Bayly.

The Flag Officer, Second-in-Command Home Fleet, as from July next will be Rear-Admiral P. M. Compston, who succeeds Rear-Admiral M. P. Pollock.

Other appointments which have been announced recently include:

Capt. J. W. D. Cook, Senior Naval Officer, South Africa, April 19. (To serve in the rank of Commodore.)
Capt. R. Young, Bellerophon June 26. (Commodore, Reserve Ships.)
Capt. D. G. Kent, At present Maidstone in command and as Capt. (SM) 3rd Submarine Squadron, has been appointed Maidstone addl. as Cdr., Clyde Submarine Base, and commanding officer Neptune (Designate), August 5.
Capt. K. Vause, Capt. (S/M) 10th Submarine Squadron, February 1.
Capt. A. G. Tall, Appointment to Dolphin in command is cancelled.
Cdr. R. A. S. Irving, Gurkha in command, May 12, 1967.

MORE NUCLEAR POWERED SHIPS FOR U.S. NAVY

NEWS OF OTHER NAVIES

BY DESMOND WETTERN

nuclear-powered carrier.

Two new naval vessels include two guided missile destroyers firing the Tartar D missile; 10 destroyer escorts and three nuclear hunter-killer submarines. Long lead items for the third nuclear carrier to be laid down next year will be ordered this year.

WOMAN IN COMMAND

The Royal Netherlands Navy has recently made what is believed to be a unique appointment. The new Captain of the base ship, Schorpoen at Den Helder, in north Holland, is a lieutenant in the Dutch Navy Women's Service.

She is Miss M. C. Massizzo, who has succeeded a male officer in command of the Schorpoen which is the accommodation ship for 70 Dutch Wrens. The ship's company also includes two male ratings—for heavy work according to the Dutch Navy information department.

Lieut. Massizzo joined the Dutch Wrens in 1945 and was trained in Britain as an M.T. driver. Her most recent appointments have been in the Dutch East Indies; with the N.A.T.O. Headquarters at Fontainebleau and with the Ministry of Defence in The Hague. It is noticeable that the Dutch Navy information department, with a greater sense of gallantry than its British equivalent, omits to mention Lieut. Massizzo's age.

'Merry Matelots'

Shipmate E. Smith, social secretary of the West Ham branch, has been asked to try to obtain copies of two books which, he says, were among the most humorous ever written about life in the Royal Navy—"The Musings of a Merry Matelot," and "The Awful Disclosures of a Merry Matelot."

Anyone wishing to sell or to lend either of these books should write to Shipmate Smith at The R.N.A. Club, 1, Plashet Road, Upton Park, E.13.

'BARTIMEUS' DIES AT 80

Capt. (S) Sir Lewis Ritchie, widely known under the pen-name of "Bartimeus," died on February 7, aged 80.

Entering the Navy in H.M.S. Britannic in 1901, he served until being appointed as Press Secretary to King George VI in 1944. He was on the staff of Admiral Jellicoe in the Iron Duke during the First World War, and from 1932 to 1939 in the royal yacht Victoria and Albert.

After closing the accounts of the royal yacht, Capt. Ritchie joined the Naval Intelligence Division, and in 1940 was lent to the Ministry of Information.

CANADA'S R.N.A.

Mr. B. Reditt, of Wembley, points out, in connection with the article on the Vancouver Naval Veterans' Association (February issue), that the Canadian equivalent of the R.N.A. is the Royal Canadian Naval Association.

R.N.V.R. CLUB FACILITIES

A part of the R.N.V.R. which is still very much in being is the R.N.V.R. Officers' Association which, besides running a residential club at 38, Hill Street, London, W.1, has, as one of its objects, "to perpetuate those associations and friendships formed mainly in war years."

Membership of the club is not confined to those of the R.N.V.R. Serving and retired officers of the Royal Navy, officers of the R.N.R., ex-officers of the R.N.V.R. and Royal Marines are all eligible. Accommodation is available to members only, who may entertain their ladies and friends in the dining room for lunch, and in the grill room in the evenings.

Many reunions take place in the clubhouse during the year, the two main social activities being the annual reunion dinner and the annual summer ball.

Death of Admiral Sir Sydney Raw

Vice-Admiral Sir Sydney Raw, who died at Farnham, Surrey, on February 4, was Flag Officer, Submarines, from 1950 to 1951. Since his retirement in 1954 he took an active part in the Submarine Old Comrades' Association.

CALLING OLD SHIPMATES

Mr. D. C. W. Hutchins, of Afridi, 7 Gladstone Street, Anlaby Road, Hull, would like to hear from survivors of H.M.S. Afridi, sunk on May 3, 1940.

H.M.S. NEWCASTLE

Mr. G. F. Hendry, 27 Highbury Place, London, N.5, wishes to contact any ex-serving or serving men who served in H.M.S. Newcastle's last commission (1957-58), with a view to forming an annual reunion "in remembrance of that magnificent cruiser."

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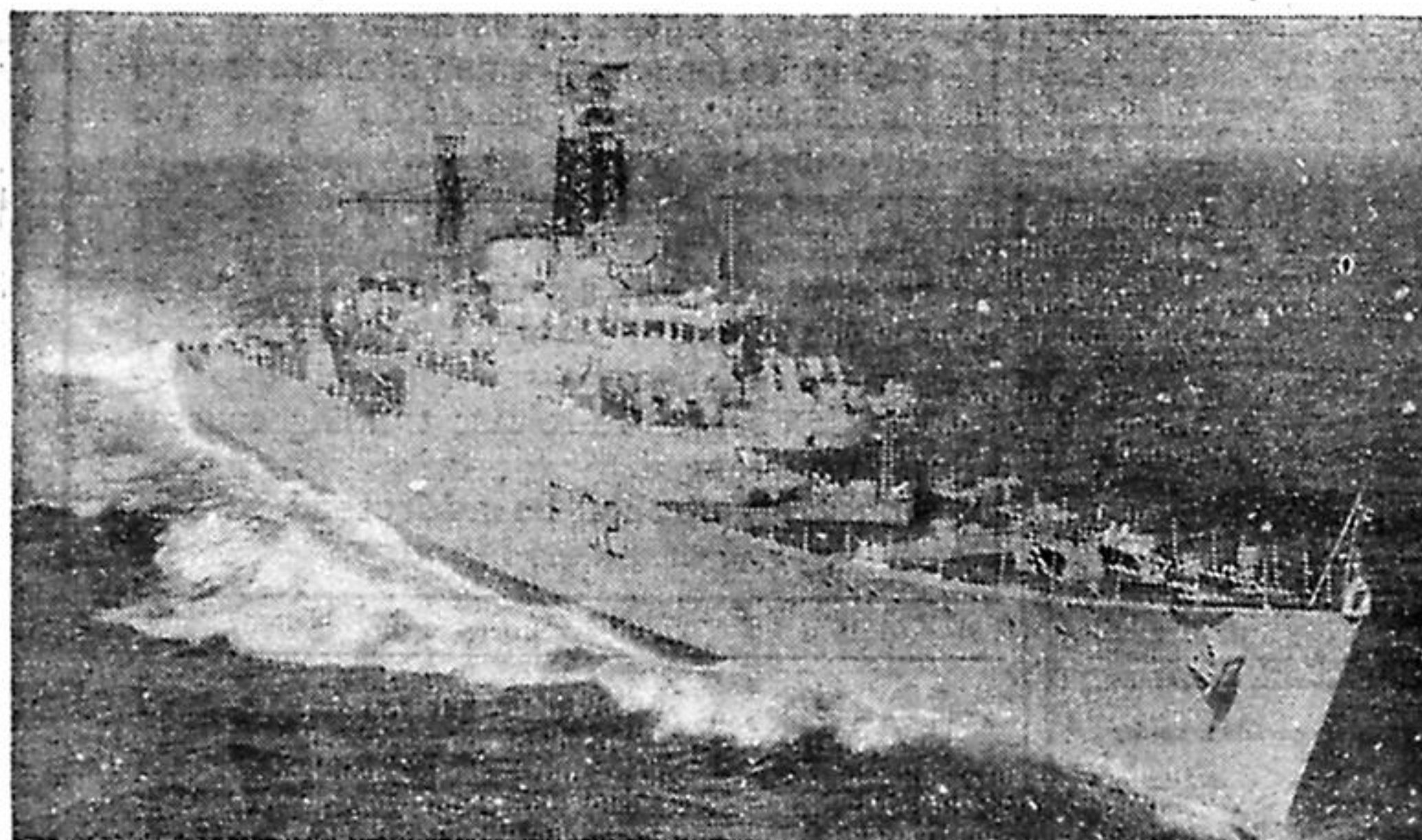


RED BARREL -
WATNEYS KEG

ZEST CREW'S 'FANTASTIC TIME' IN NEW ORLEANS MISSISSIPPI TRIP

NAVY NEWS MARCH 1967

13



Zest has steamed more than 12,500 miles since leaving Britain

C.O. now a 'citizen'

Highlight of the four months since H.M.S. Zest left Devonport for the West Indies was the visit to New Orleans, the second largest port in the United States, 100 miles up the Mississippi River.

To quote our correspondent, "everybody had a fantastic time." The captain, Cdr G. W. Lowden, R.N., was made an honorary citizen of the city.

Zest has carried out a couple of Bahamas patrols, and despite a lot of hard work searching the many remote cays, short visits were made to Nassau, Freeport and Key West.

Fishing for the beautiful reef fish while the ship has been at anchor has been most popular.

Prior to Christmas the ship provided assistance to the civil authorities at Nassau in running the island's power stations during a strike.

At the end of November, H.M.S. Zest was present in Barbados for the Independence celebrations. H.M.S. Defender was also there, with ships of the American, Canadian and French navies.

Towards the end of the period under review, H.M.S. Zest joined a squadron from the Home Fleet, under the command of the Flag Officer Second-in-Command, in H.M.S. London.

H.M.S. Defender, which returned to Chatham on February 16 after six months in the West Indies, is to go into dockyard hands for a routine overhaul.

H.M. ships Rhyl and Dainty acted as hosts when Israeli destroyers Yaffo and Elath visited Malta on January 6-9.



H.M.S. Hecate's "paraffin pigeon" and some of the crew. Dee's landings during the year totalled 150

Hecate—'ship which works from afar...'

Having been alongside at Devonport since December 9, the survey ship H.M.S. Hecate sails for a second season of surveying at the end of March.

During her first season, which started on February 23, 1966, Hecate sailed 33,850 miles, a distance equal to about one-and-a-half times round the world.

Those on board say the ship has a new motto—"She who works from afar... afar away from home."

During the year the ship visited the Cape Verde, Gibraltar, Halifax (Nova Scotia), and Bermuda, and almost all the 33,000-odd miles have had soundings run along them.

The unusual shape of the ship, and her gleaming white finish, has perplexed most people, and in Bermuda the ship's company were perpetually being asked "which

millionaire" the "yacht" belonged to. (Some yacht, 2,800 tons.)

Hecate has a complement of 12 officers and 100 ratings, and additional accommodation is provided for six scientists when required. Accommodation is on modern lines, a fixed bunk being provided for every man, and the senior ratings in cabins.

The large, single galley provides all food on a cafeteria system, ample choice of dishes being provided at each meal.

A fully-equipped laundry has been installed, and recreational facilities include cinema shows, radio shows—either broadcast or home produced—and a library.

'CAMELS' JOIN NAVY FOR TRIALS

Six Westland Wessex Mark 3 helicopters have come into service with the Royal Navy, forming 700 H Flight under the command of Lieut.-Cdr. C. R. V. Doe, R.N.



The lone survivor

The squadron of falcons, used at R.N. Air Station, Lossiemouth, to keep the runways clear of birds, has been reduced to one bird—Ailsa, pictured above. Post-mortems were carried out on the dead birds and all had suffered from various ailments.

"Ailsa," said her handler, PO David Careless, "is doing a wonderful job on her own."

Stated by the Navy to be "the most sophisticated service helicopter in the world," the new "choppers" have been nicknamed "the camel," from the hump on top of the fuselage.

This hump houses powerful radar sets—the first time a naval helicopter has been fitted with radar—and other refinements include doppler navigation equipment, a "hands-off" auto-twin pilot flight control system, and a more powerful Rolls-Royce Gazelle engine.

"H" Flight is to carry out intensive flying trials which will evaluate the performance of the Wessex 3 before its acceptance into squadron service with the Fleet.

GOLD AWARD TO TWO RATINGS

The Duke of Edinburgh presented his Gold Award to two young ratings of H.M.S. Daedalus, the presentations being made at Buckingham Palace.

JEM Howard Wilson, of Brighton, passed a course in higher first-aid while at school, and took part in civil defence, canoeing, climbing, hiking, map reading and electronic work.

JEM Alan Roberts, of Denbigh, also passed a course in higher first-aid, and took part in many activities, including woodwork, athletics and canoeing.

'Model' Wren



Wren Elaine Hutchison

One of the most photographed Wrens at Lossiemouth is 20-year-old Elaine Hutchison, who has been selected to pose for publicity pictures.

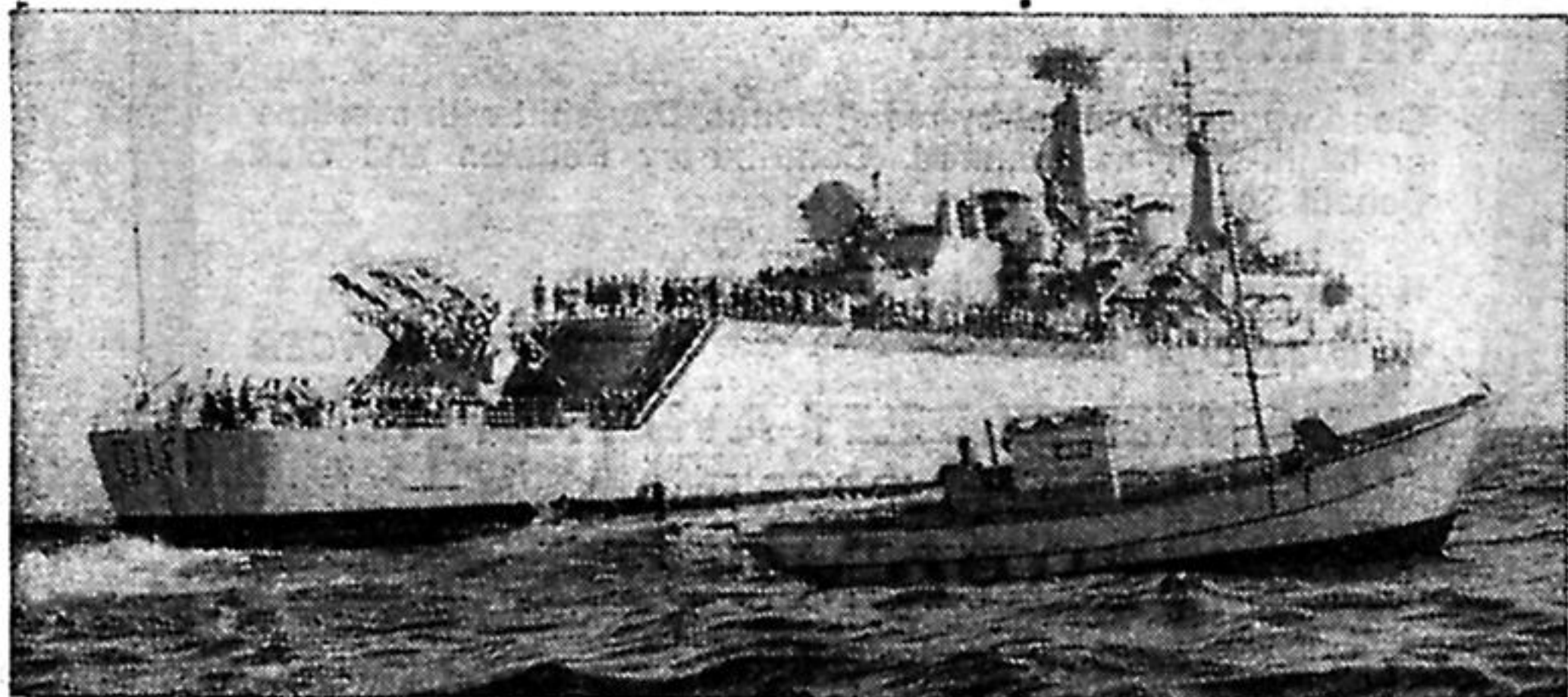
When asked about the Wrens, Elaine said: "It's wonderful."

She is a radio electrical mechanic on 764 Hunter Squadron.

CARIBBEAN RESCUE

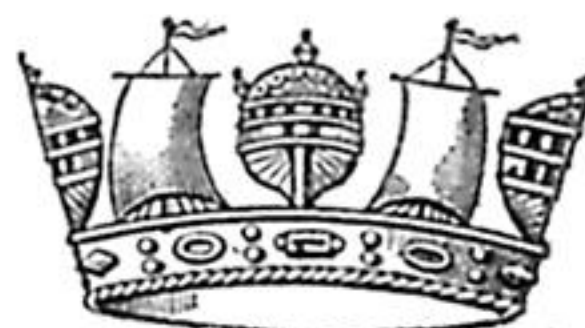
It was fortunate for St. Lucia fisherman Nanad Thomas, four days adrift in the Caribbean, that ships of the Home Fleet Squadron were exercising in the West Indies.

An air/sea search was mounted, and three ships from the Squadron, H.M.S. London (guided-missile destroyer), H.M.S. Phoebe (frigate) and R.F.A. Olva (fleet tanker) delayed their visit to the Windward Islands to help. Eventually a Wessex helicopter from H.M.S. London located the derelict fisherman and brought his vigil to an end.



H.M.S. London standing by the broken-down fishing boat

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RUGBY NOTES

BY NIMROD

The first step towards retaining the inter-services championship has been successfully taken by beating the Royal Air Force 5-3 on February 11. But, oh dear, how hard we made it look!

Hockey team needs goal scorers

The Navy hockey team, whose record this season has been disappointing, is halfway through its preparation for the Inter-Service matches—against the R.A.F. at Eastney on March 29 and the Army at Aldershot on April 5. In Simon Cook (captain), Bruce Trentham, Joe Binks, Graham Fielding, Ben Ellis and the goalkeeper, J. Carter, the team has the nucleus of a very good side, but goal-scoring support is lacking in the forward line.

It is essential that this weakness should be remedied if the team is to make any running in the Inter-Service competition, which we last won in 1928.

In early January, Don Brownlee, Jack Smith and John Robertson, the well-known Southern Counties coaches, gave the final trial teams some intensive coaching in the basic skills, and in the possession game, which has been the basis of the team's tactics throughout the season.

SPORT IN BRIEF

Skiing—Prince Philip Trophy, Cresta Run, St. Moritz: 1. Navy (706.1 sec.); 2. Army (709.01 sec.); 3. R.A.F. (718.97 sec.). Navy team and aggregate times: Lieut.-Cdr. D. R. Sinclair (175.64), Lieut. J. R. Shiffner (176.24), Sub-Lieut. P. W. D. Cope (176.69), Lieut.-Cdr. S. Idiens (177.84).

Cross-Country—Portsmouth Command championships: Senior, L. Sid Bob Meadows; junior, Ord Elect App V. Love. Senior and junior team events, H.M.S. Collingwood. Naval Air Command championships: 1. PO McFadden (Culdbore), Team—Yeovilton.

Smallbore shooting—Women's Inter-Service 22 competition: 1. WRNS (1,953 points); 2. WRAP (1,944); 3. WRAC (1,939). Leading scores: 2/0 Joan Bolton King (200, a possible), Chief Wren B. Wakefield (199), Wren E. Reed (196), Wren L. Payne (195).

Squash—Women's Inter-Service Championship: Final, Navy beat R.A.F. 4-1. Winning team: 3/0 J. Macoll, 2/0 S. Hogg, 3/0 J. Healey, 1/Wren M. Cuts, Surg. Lieut.-Cdr. A. Macgillivray.

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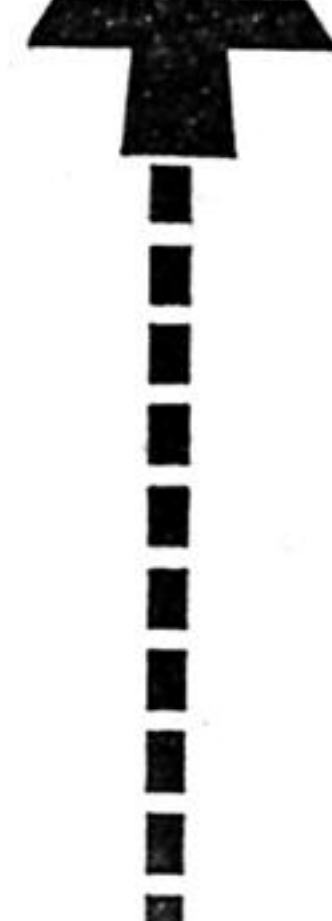
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Service, and Oxford University, the team gradually built up and were playing together well under Mike Davis's leadership. The Blackheath game was lost (5-9) only after John Ackerman had left the field concussed.

It was a pity the Civil Service game, which was played at H.M.S. Ganges in front of a horde of juniors, was so dull—but at least the Navy won 6-3.

The experiment of playing two matches on two successive days meant that a rather tired Navy team were beaten 3-13 by Oxford University. Nevertheless, the team spirit of the players was undoubtedly improved by the get-together after the Civil Service game, so there are "pros" as well as "cons."

Now for the Army on March 4. They will be a hard side to beat, but no one would be wise to try to forecast the result of this fiftieth anniversary battle. We naturally hope the Navy team win, but more than that, we hope it will be a game worthy of the occasion.

Navy in danger of losing title

All is far from well with the Navy soccer squad. It seemed when I wrote my last remarks that the team were on the "up and up," just in time for the Inter-Service matches.

It is felt that unless the Navy team plays above itself, and admittedly this is usually the case in the Inter-Service games, it will find itself relinquishing the title which it won in 1964 and 1966.

It is true that the Army and the Royal Air Force may well be the sort of opponents the Navy is looking for. The "set-backs" which the Navy has experienced have been due to the good strength of the opposition. Undoubtedly playing against such teams as Essex and Devon and Cornwall is asking more from the sailor than will be asked for when they do meet the other Services.

It is difficult to find faults with the Navy XI, for the squad appears to be the best possible at this particular time and, as in the case of the bad goal-keeping, "off" days will come.

SOCCER NOTES BY BENBOW

What can be done? To adjust the fixtures so that weaker teams can be beaten would be a retrograde step. The secret of success would be to get the Navy team together more—more practices, more get-togethers and more talks. The Navy has good footballers but a bad team.

No longer must the Navy team segregate themselves into attackers and defenders—the whole team must be attackers and defenders when in the right positions. One cannot afford the luxury of permitting players to just roam about when they are not actually in the vicinity of the ball.

In these modern times there should, if need be, 10 in defence, and when the attack is arrested, the 10 should become attackers.

The experimental days are over for this season; now the effort must be improved and, as Bruce Forsyth says, the team must adopt the slogan "I'm in charge."

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HE TWICE HELD FOUR TITLES

"To get to the top in athletics absolute dedication is essential," says L. Std Bob Meadows, and he certainly lives up to that dictum. He will be 35 this year, but his aim, and there are not many weeks he doesn't reach it, is 60 to 80 miles' training each week.

His training and dedication have had their rewards, for he is the Navy record holder of the three and six miles, and the present champion of the three miles.

Born in Lancashire in 1932, L. Std Meadows joined the Navy in 1950, left it in 1962, but could not settle down, and rejoined in 1964. He is married and now lives with his wife and three

SPORTSMAN OF THE MONTH

children at Leigh Park, Portsmouth.

L. Std Meadows has been running for almost 20 years—he was North of England Youth champion in 1948—and he first represented the Navy in 1952.

His first highlight in Service running was coming second, in 1952, in the Fleet Air Arm cross-country. He was an unknown, and his success was a surprise to everyone.

In 1962 and again in 1964 he was winner of four Navy

titles—the mile, the three miles, the six miles, and the cross-country. Such an achievement had never been done before. His record for the mile (4 min. 15.2 sec.) has been bettered only by Mne Payne's 4 min. 14.8 sec.

Last month he won the Portsmouth cross-country championship, and was looking forward to a good race in the Inter-Command race held on February 24.

L. Std Bob Meadows is a member of the Portsmouth Athletic Club, and when asked what ambitions he had left to fulfil, he said that he wanted to wear an England vest. The Navy wishes him well, and hopes that ere long his ambition will be realised.



L. Std R. Meadows

Portland's fine win

Out of the eight goals scored in the match between Portland Naval Base and H.M.S. Victory on February 15 at Portsmouth, six came in the second half and put the Dorset boys into the final of the United Services Charity soccer cup.

The score was one-all at half-time, the goals coming from Evans, the Portland centre-forward and Copland of Victory. Within a few minutes after the interval, Evans and Edwards scored for Portland, and then Copland and Beatty levelled the scores.

Nobbs put Portland into the lead again in the 71st minute, and a few minutes later Evans scored his third goal of the match, bringing his season's total to 37.

winner of the Navy doubles scratch championship.

The Navy team scratch champions were H.M.S. Ganges "A", the handicap champions being R.N. Barracks, Portsmouth.

CREA W. H. Rich and App Meech M. Howe, of H.M.S. Collingwood, ran out the Navy doubles handicap champions, and CREA Rich was also runner-up in the Navy singles handicap championship to PO K. Palmer, of H.M.S. Ganges "A" team.

The Inter-Services team champions were the Royal Air Force with a score of 2,465. The Army scored 2,311 to the Navy's 2,189.

Keeping the Drake tradition

Although the Royal Navy had to be content with third place in the Inter-Services Tenpin Bowling Tournament, held at Corby on January 28 and 29, the Inter-Services All Events champion was LS F. Gage, of H.M.S. Undaunted, and L. Wren M. Day, of H.M.S. Excellent, was the Women's Services Singles Champion.

LS Gage had quite a field day. He was the Navy's singles scratch champion, winner of the Navy all events scratch championship, runner-up in the Inter-Services singles championships and, with CPO R. Squire, of R.N. Barracks, Portsmouth, was



LS F. Gage, of H.M.S. Undaunted, receiving one of the various awards he won during a busy week-end, from Capt. H. Murray-Clark, R.N. (ret.)

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While H.M.S. Victorious was at Hong Kong during January the clear, bright weather seemed to galvanise the ship's sports teams, the boxing team doing extraordinarily well.

Against a strong Welch Regiment side the ship scored eight wins to three, the most spectacular knock-out of the evening coming from "The Mighty Mouse," NA Mathias, the fly-weight representative, who, after taking a hammering for two rounds, managed to pull the fight out of the bag with one great punch at the end of the second round.

OS Harvey, boxing at middle-weight, gave an excellent display against an experienced opponent, not one blow being landed on Harvey throughout the fight.

CPO "Whacker" Payne, the P.T.L., came out of retirement to box as there was a vacancy at his weight. He won his bout with a devastating knock-out in round one, having scarcely worked up a sweat, before returning to his job as second and trainer to the team.

In the Hong Kong Open Amateur Boxing championships, 11 entries from the ship won eight of the Colony championships. OS Voce's win over the Army welterweight champion



CERA Anthony Clark
(see Pistol champion)

SPORTING ROUND-UP

was one of the highlights of the evening.

On the second evening in harbour, after just one practice match, the ship's soccer team beat the Hong Kong football club by five goals to three. This was the first time the premier colonial club had been beaten by a service side since the war.

The long-awaited rugby fixture—wardroom versus the ship's company—served as an excellent final trial for the ship's team. A great game resulted and the grand "punch up" was relished by all players, the ship's company winning six points to five in the last few minutes of the game.

The First XV held the very strong Hong Kong Rugby Football Club to a no-points draw. In the "Peak" relay race, Victorious retained the championship which she had won on her first visit this commission to

Pistol Champion's NATO trophy

The NATO Sports Trophy, presented to the Royal Navy by NATO, and awarded annually by the R.N. and R.N.R. Sports Council to the individual who has done the most for Navy sport, has gone to CERA Anthony Clark, of H.M.S. Daedalus, the Fleet Air Arm pistol shooting champion.

Second in the British Pistol Championships at Bisley last year, CERA Clark won the gold medal for pistol shooting at the Commonwealth Games at Kingston, Jamaica, in 1966.

In the 1964 Olympics, CERA Clark was placed tenth in the rapid fire pistol shooting, and seems assured of a place in the British team for next year's Olympics.

Badminton title for Susan Hogg

Second Officer Susan Hogg, W.R.N.S. a former holder of the W.R.N.S. badminton singles championship, regained the title from last year's holder, PO Wren Deirdre Watkinson, at Lee-on-Solent on February 17.

In the semi-finals 2/0 Hogg beat 3/0 Pam Bell 8-11, 11-1, 11-2, and PO Wren Watkinson, after a hard match, beat Wren K. Hoe, of Cudrose, a former Nottingham junior county player, 11-9, 10-12, 11-8.

In the final the first set was neck and neck, the second officer winning it 11-8, but after being five-all in the second set, Susan Hogg took the next six points to win the set and the match.

The Portsmouth team won the W.R.N.S. Inter-Command championship, winning 14 of

the 18 matches. Air Command won nine and Plymouth four.

Twelve players were selected to attend advanced coaching sessions. The team to represent the W.R.N.S. in the Inter-Services championships, to be held at Halton in April, will be selected from them.

They are: 2/0 S. Hogg, 3/0 Bell, PO Wren C. Lees, PO Wren M. Dench, PO Wren B. Jones, CH. Wren J. Streeter, PO Wren D. Watkinson, 2/0 P. Strang, Wren K. Hoe, Wren J. Lomax, L. Wren E. Vickers, Wren Rhodes.

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